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ONUC  
LEOPOLDVILLE

ONUC LOCAL SURVEY BOARD  
Minutes of 43rd Meeting

Held on 14 and 19 March 1963

PRESENT:

Mr N. Madan, Senior Administrative Officer (Chairman)  
Mr R. Eldred, Audit and Inspection Service  
Lt Col Lindeblad, Judge Advocate General  
Mr Z. Marcella, Legal Adviser (not on 19)  
Mr N. Wasser, Transport and Communications  
Mr J. Teahan, Finance  
Mr H. Cross, Acting Secretary, Property Survey Board (not on 19)  
Mr G. Dunn, Secretary, Property Survey Board

The meeting convened at 4.30 p.m. on 14 March and 4.00 p.m. on 19 March 1963, in room 612, Royal.

The Board examined 36 cases and made the following recommendations.

Case No. ONUC/SB/628. ONUC 3087, Willys Jeep, ONUC-owned, driven by L/NK Daya Chand (Indian, 2 JAT), Leopoldville, 7 April 1961, 0500 hours

As the ONUC driver was proceeding North on Avenue Leopold III, at 50/60 kph, his vehicle crossed the central concrete parapet, partitioning the two lanes of the N'djili Bridge, skidded some 150 yards and fell on its side. Eight persons were injured; one died in this accident, and his ashes were taken back to India by a compatriot. The cost of repairing the ONUC vehicle was 54,642 CF.

On the basis of the Proceedings of a Court of Inquiry which was held to investigate the accident, the Board agreed that the ONUC driver was to blame as he was speeding and failed to exercise caution while negotiating the N'djili bridge. It is noted that the Brigade Commander, Indian Independent Brigade Group, directed that severe disciplinary action be taken against the ONUC driver.

The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (54,642 CF) from the Indian Government.

*no reimbursement to Indian for of indemnities  
paid by them to family of deceased*



Case No. ONUC/SB/815. ONUC 3180, UNICEF, Willys Jeep, driven by Dr Marc Fleurant (WHO), Goma, 1 April 1962, 1730 hours

The ONUC driver was returning home to Kyrotshe from Goma where he went both for official and personal purposes. In an attempt to avoid two motorcyclists he swerved left; the vehicle hit a kerbstone and overturned. This accident was fatal to Mrs Fleurant and Dr Fleurant was injured. According to Captain Osborne of the Malayan Special Force team who investigated the accident, the vehicle must have been running at a speed of 85/100 kph at the time of the impact. It was considered beyond economical repair. The Chief of General Services recommended that it be cannibalized and written off.

The Board agreed with the opinion of the Deputy Provost Marshal that the ONUC driver was to blame for the accident as he was not in control of his vehicle. It was recommended that the case be referred to UNICEF for write-off action and authorization for ONUC to cannibalize the vehicle.

Case No. ONUC/SB/816. ONUC 691, VW car, ONUC-owned, driven by A. Dikufi (Congolesse local employee), Leopoldville, 21 May 1962, 1630 hours

While reversing his vehicle the ONUC driver hit a pillar. The Board noted that:

- a) the estimated cost of repairs to ONUC 691 was 5,877 CF
- b) the Deputy Provost Marshal assessed blame to the ONUC driver
- c) this is the second accident in which the ONUC driver was involved (see Case 541)

The Board agreed that the ONUC driver was to blame and recommended that he be assessed 500 CF towards the cost of repairs.

Case No. ONUC/SB/817. ONUC 342, Peugeot, ONUC-owned, driven by Sebastien Povelos (Congolesse local employee), Leopoldville, 15 March 1962, 1245 hours

The ONUC driver was following a civilian vehicle. As the latter was swerving left, although it had signalled its intention to turn right, it was struck by ONUC 342 which was proceeding through the intersection. The Board noted that:



- a) the Military Police and the Provost Marshal assessed responsibility to both drivers, particularly to the ONUC driver as he overtook the civilian vehicle at an intersection
- b) the insurance company covered the damage to the third party in the amount of 9,150 CF
- c) the estimated cost of repairing ONUC 342 was 5,995 CF

Based on the case file the Board agreed that the ONUC driver was to blame and recommended that he be assessed 500 CF towards the cost of repairs.

Case No. ONUC/SB/818. ONUC 3201, Willys Jeep, ONUC-owned, driven by Emile Kinkela (Congolesse local employee), Leopoldville, 29 March 1962, 1510 hours

The ONUC vehicle was struck by a civilian vehicle which entered incorrectly into a one way road. The Board noted that:

- a) the ONUC vehicle was completely destroyed
- b) the Chief of General Services recommended that it be cannibalized and written off
- c) the civilian driver was intoxicated. Under the circumstances the ONUC insurance company was unable to recover any cost of damage from his insurance company as under the terms of insurance the company will not admit a claim where there is evidence of drunkenness.

The Board agreed that:

the civilian driver was to blame for the accident and recommended that vehicle ONUC 3201, Willys Jeep, 1 ton 4x4 station wagon 6-226, chassis No. 54168-63, engine No. TW 6L 146376, inventory value \$3,000, be cannibalized and written off as requested by the Chief of General Services.

Case No. ONUC/SB/819. ONUC 997, VW car, ONUC-owned, driven by Sgt. Betwedib Drissa (Ethiopian Brigade, HQ Company), Stanleyville, 2 April 1962, 1730 hours

As the ONUC driver lost control of the vehicle it ran into a ditch. It is noted that he was not in possession of a driving licence and he was not authorised to use the vehicle. The estimated cost of repairing ONUC 997 was 1,684 francs.



On the basis of the proceedings of a Court of Inquiry, the Board agreed that the ONUC driver was to blame for the accident. It is noted that disciplinary action had been taken against him. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of 1684 francs from the Ethiopian Government.

Case No. ONUC/SB/820. ONUC 997, ONUC-owned, driven by Major Habte Mariam Ayenackew (Ethiopian, 2nd Ethiopian Bde), Stanleyville, 10 April 1962, 2230 hours

The ONUC vehicle was struck by a civilian vehicle coming from a secondary road. The estimated cost of repairing ONUC 997 was 10,780 CF. The insurance company was unable to recover the cost of damage from the third party.

Based on the evidence of the Military Police report, the Board agreed there was no alternative but to recommend that ONUC absorb the cost of repairs.

Case No. ONUC/SB/821. ONUC 2341, Willys Jeep, ONUC-owned, driven by Captain Teshome (Ethiopian, 8 Bn), Stanleyville, 6 May 1962, 0030 hours

The ONUC driver lost control of his vehicle and struck a parked vehicle. The Board noted that:

- a) no Court of Inquiry was held
- b) the Deputy Provost Marshal assessed responsibility to the ONUC driver as he was not in control of his vehicle
- c) the insurance company will cover the damage to the third party
- d) the Chief Logistics Officer recommended by memo HQ ONUC (LOGS) 4634-EME dated 21 November 1962 that the vehicle be cannibalized and written off as it was beyond economical repair

Based on the case file, the Board agreed that the ONUC driver was to blame for the accident and recommended that:

- 1) vehicle ONUC 2341, Willys Jeep, chassis No. 19428, engine No 4J10224, inventory value \$2,450, be cannibalized and written off as recommended by the Chief Logistics Officer
- 2) that the case be referred to UN Headquarters, New York, for consideration to be given to the possible recovery of the cost of the vehicle from the Ethiopian Government.



Case No. ONUC/SB/822. ONUC 3027, Willys Jeep, ONUC-owned, driven by Pte Abebe Zwede (8th Ethiopian Bn); ONUC 8002, Bedford, ONUC-owned, driven by 1 C/C Dung Dazon (Nigerian Police) and ONUC 3231, Willys Jeep, ONUC-owned, driven by Sepoy Muhammad Akbar (No. 2 Pakistan Indep. Ord. Fd. Coy), Leopoldville, 30 April 1962, 1440 hours

As the driver of ONUC 3027 attempted to pass ONUC 8002, he struck the latter and lost control of his vehicle which crossed the traffic island in the centre of Bvd. Albert and crashed into a third vehicle ONUC 3231. The Board noted that:

- a) the estimated cost of repairing ONUC 8002 was 22,498 CF
- b) vehicle ONUC 3231 was considered beyond economical repair. The Chief Logistics Officer recommended by memo dated 4 June 1962 (HQ ONUC (LOGS) 541-EME), that it be cannibalized and written off
- c) vehicle ONUC 3027 was also considered beyond economical repair. The Chief Logistics Officer recommended, by memo dated 16 January 1963 (HQ ONUC (LOGS) 4634-EME) that it be cannibalized and written off
- d) a Court of Inquiry/<sup>was</sup> held by the 2 Pak. Ord. Coy on 4 May 1962 to inquire into the circumstances of the accident and found the driver of ONUC 3027 to blame
- e) the Force Commander endorsed the opinion of the Court and ordered that disciplinary action be taken against him
- f) the Deputy Provost Marshal also assessed responsibility to the driver of ONUC 3027.

The Board recommended that:

- 1) the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the following from the Ethiopian Government:
  - i) cost of repairs of ONUC 8002 in the amount of 22,498 CF
  - ii) cost of vehicle ONUC 3027 (\$2,750)
  - iii) cost of vehicle ONUC 3231 (\$3,000)
- 2) vehicle ONUC 3027, 1-ton 4x4 Willys Jeep, chassis No. 22221, engine No. 118036, cost \$2,750, be cannibalized and written off (EME recommended)
- 3) vehicle ONUC 3231, 1-ton 4x4, 6-226 station wagon Willys Jeep, chassis No. 62970, engine No. 144256, cost \$3,000, be cannibalized and written off (EME recommended).



Case No. ONUC/SB/823. ONUC RNA 496, Landrover, Contingent-owned, driven by Pte Jidda Uba (Nigerian, 5 QONR), and ONUC 880, Anglia, ONUC-owned, assigned to E. Suyderhoud (International staff), Leopoldville, 21 May 1962, 1700 hours

Vehicle ONUC 880 was damaged while parked, by vehicle ONUC RNA 496. The Board noted that:

- a) the estimated cost of repairs to ONUC 880 was 3,300 CF
- b) ONUC RNA 496 suffered no damage
- c) the Military Police report assessed blame to the driver of ONUC RNA 496

The Board agreed that the driver of ONUC RNA 496 was to blame and recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering the sum of 3,300 CF from the Nigerian Government.

Case No. ONUC/SB/824. ONUC 8144, Bedford, ONUC-owned, driven by L/Cpl Silas Obuabipi (Nigerian 1 QONR), Luluabourg, 15 April 1962, 1220 hours

The ONUC driver had signalled his intention to turn left into the main gate of St. Louis camp. A civilian vehicle coming at 60 kph (verified by the driver's own statement), in an attempt to pass, collided with the ONUC vehicle. The Board noted that:

- 1) the estimated cost of repairing the ONUC vehicle was 1568 francs
- 2) the Insurance Company was unable to recover the cost of damage from the third party, as no Congolese police report was established
- 3) the Military Police assessed responsibility to the civilian driver as he overtook another vehicle at a T junction, he was using excessive speed and he failed to observe whether the road was clear before overtaking.
- 4) the ONUC driver was found blameless by the inquiry.

The Board agreed that the civilian driver was to blame and that there was no alternative but to recommend that ONUC absorb the cost of repairs.



Case No. ONUC/SB/825. ONUC RNA 620, Landrover, Contingent-owned, driven by Pte Musa Adamu (Nigerian, 1 QONR), Luluabourg, 21 April 1962, 1730 hrs

The ONUC driver was coming back from the hospital when at the curve of the road his vehicle swerved and overturned. The driver was on an unauthorised trip and, according to the Military Police report, he was driving too fast for road conditions. No Court of Inquiry was held. The estimated cost of repairing ONUC RNA 620 was 9,280 francs.

On the basis of the Military Police report the Board agreed that the ONUC driver was to blame for the accident. It was recommended that the case be referred to UN headquarters, New York, for consideration of the possible recovery of the cost of repairs (9,280 francs) from the Nigerian Government.

Case No. ONUC/SB/826. ONUC 2256, Willys Jeep, ONUC-owned, driven by L/NK Fazal Rehman (Pakistani Pak. Tpt), Leopoldville, 23 April 1962, 1130 hours

The ONUC driver turned left into a main road, where he struck a civilian vehicle. The estimated cost of repairing the ONUC vehicle was 25,436 francs. The insurance company will cover the third party's claim.

A Court of Inquiry was held and found that the ONUC driver was not to blame. The Force Commander disagreed with the Court and referred the case to the unit recommending that disciplinary action be taken. On the basis of the Military Police report, and the Force Commander's decision, the Board agreed that the ONUC driver was to blame for the accident, as he proceeded into a main road when it was unsafe to do so, and halted his vehicle in such a way as to present a traffic hazard.

The Board further recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (25,436 francs), from the Pakistan Government.

Case No. ONUC/SB/827. ONUC 9585, Willys Jeep, ambulance, ONUC-owned, driven by Petty Officer W.V. Rosalina (Dutch, Medical Section), Elisabethville, 12 April 1962, 1130 hours

In an attempt to avoid a deep hole, the ONUC driver swerved right and lost control of his vehicle which ran off the road into a ditch where it struck against a concrete block. The estimated cost of repairing the ONUC vehicle was 25,600 CF. No third party was involved.



In the opinion of the Administrative Officer, Elisabethville, the ONUC driver was travelling too fast (40 kph on a corrugated road that was wet). The Board agreed that the ONUC driver was to blame for the accident as he was not in control of his vehicle. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Netherlands Contingent in the amount of 25,600 CF.

Case No. ONUC/SB/828. ONUC 2314, Willys Jeep, ONUC-owned, driven by Major E.G. Grothenborg (Danish Movement Control Detachment), Luluabourg 9 April 1962, 2020 hours

As a civilian vehicle was coming from the opposite direction the ONUC driver failed to avoid a collision with an ANC bus parked on his side of the road without lights or reflectors. The insurance company has been unable to recover any cost of damage from the ANC.

The Board, based on the evidence, agreed that the ANC vehicle was parked without lights or reflectors, and should be held responsible and that the ONUC driver was not to blame for the accident. It was recommended that:

- 1) vehicle ONUC 2314, Willys Jeep,  $\frac{1}{2}$ -ton, 4x4, CJ6, engine No. M4Y-10202, chassis No 57748-19386, cost \$2,450, be cannibalized and written off as requested by the Chief Logistics Officer memo HQ ONUC (LOGS) 511/36 dated 12 June 1962
- 2) that the case be referred to Headquarters, New York, for consideration of the possibility of claiming against the competent civil authorities.

Case No. ONUC/SB/829. ONUC 854, Anglia, ONUC-owned, driven by P/O A.L. Boisclair (American, Movement Control), Leopoldville, 21 April 1962, 1320 hours

The ONUC driver parked his vehicle in front of Le Concordia restaurant one foot behind a Volkswagen civilian bus. He turned off his motor and engaged the emergency brake. A few minutes later he saw his vehicle being towed away by the civilian bus. 50 yards down the ONUC vehicle disentangled from the civilian bus, veered to the left and struck a tree. In the opinion of the Military Police, the front bumper of the ONUC vehicle had become engaged with the trailer hitch of the civilian vehicle when the latter backed to make a 90° left turn into a secondary road.



The estimated cost of repairing ONUC 854 is 29,090 francs. The insurance company has been unable to recover the cost of repairs from the third party. In the opinion of the Deputy Provost Marshal, the civilian driver is to blame for the accident as he, unintentionally, hooked the ONUC vehicle to his own.

The Board agreed with the Deputy Provost Marshal. The Board recommends absorption of the cost of repairs by ONUC.

Case No. ONUC/SB/830. ONUC 2455, Willys Jeep, ONUC-owned, driven by Sgt Singh Gurcharan (Indian, Military Operations), Leopoldville, 16 May 1962, 2300 hours

The ONUC driver had proceeded into a very rough and narrow road, where he lost control of his vehicle which ran into a ditch. The Board noted that:

- a) the estimated cost of repairs to ONUC 2455 was 21,251 CF
- b) a passenger was seriously injured
- c) the ONUC driver had no knowledge of driving
- d) he had no driving licence
- e) the Deputy Provost Marshal assessed blame to the ONUC driver
- f) no Court of Inquiry was held.

The Board agreed that the ONUC driver was to blame and recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possible recovery of the cost of repairs (21,251 CF) from the Indian Government.

Case No. ONUC/SB/831. ONUC 796, VW car, ONUC-owned, driven by Sgt J. Michal (Ceylonese, Ceylon Army Service Corps), Leopoldville, 20 March 1962, 0900 hours

The ONUC driver was proceeding in the roundabout between Bvd. Albert and Ave. Engels. As a civilian vehicle was coming from his right, he failed in his manoeuvre to avoid a collision. The estimated cost of repairing the ONUC vehicle was 5,810 francs. The insurance company has covered the claim of the third party (9,096 CF).

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he did not yield the right of way to the civilian vehicle. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Contingent's Government (5,810 CF).



Case No. ONUC/SB/832. ONUC 663, VW car, ONUC-owned, driven by B. Brezis Cicao (International staff), Leopoldville, 29 April 1962, 1245 hours

When the ONUC vehicle slowed down at the entrance of a roundabout, it was hit by a civilian vehicle following too closely. The Board noted that:

- 1) the estimated cost of repairing the vehicle was 2,968 CF
- 2) the insurance company has been unable to recover the cost of repairs from the third party as no Congolese police report was established.

The Board agreed with the opinion of the Deputy Provost Marshal, that the civilian driver was to blame for the accident and considered that there was no alternative but to recommend that ONUC absorb the cost of repairs.

Case No. ONUC/SB/833. ONUC 3077, Willys Jeep, ONUC-owned, driven by John Rwamuhumbu (Uganda local employee), Stanleyville, 24 April 1962, 1630 hours

John Rwamuhumbu had taken the wheel from J.M. Tangausi, regular driver of vehicle ONUC 3077, in order to learn to drive. He lost control of the vehicle which overturned. The estimated cost of repairing the vehicle was 10,092 CF.

It is noted that John Rwamuhumbu had no driving permit, and that he was not authorised to use the vehicle. The Board agreed with the decision of the Administrative Officer who dismissed J.M. Tangausi, he had allowed a non-qualified driver to handle the ONUC vehicle, and John Rwamuhumbu after having deducted from the latter's salary an amount of 10,000 CF to cover the cost of repairs.

The Board recommended that John Rwamuhumbu be assessed 5,000 CF towards the cost of repairs and that the balance 5,000 be refunded to him.

Case No. ONUC/SB/834. ONUC 58, Ford Fairlane, ONUC-owned, driven by J. Schuetz (International staff) and ONUC 2426, Willys Jeep, ONUC-owned, driven by Captain D.R. Carter (57 Canadian Signal Unit), Leopoldville, 28 May 1962, 2210 hours

Vehicle ONUC 2426, which had made a stop in the centre of a roundabout, suddenly attempted to cross Bvl. Albert and collided with ONUC 58 which had right of way. The Board noted that:



- a) the estimated cost of repairing ONUC 58 was 5,160 CF
- b) that of repairing ONUC 2426 was 21,421 CF
- c) the Deputy Provost Marshal assessed responsibility to the driver of ONUC 2426
- d) the Investigating Officer and the Commander, 57 Canadian Signal Unit considered that the ONUC driver was free of responsibility and that the accident was attributable to poor visibility at the intersection
- e) a Court of Inquiry was held
- f) in the opinion of the Force Commander the ONUC driver had shown some carelessness as he did not make sure that right of way traffic was not approaching.

The Board agreed that the ONUC driver was to blame for the accident and recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possible recovery of the cost of repairs of both vehicles (26,581 CF) from the Canadian Government.

Case No. ONUC/SB/835. ONUC 339, Peugeot, ONUC-owned, driven by S. Sukula (Congolese local employee), Leopoldville, 22 January 1963, 1210 hours

The ONUC driver ran into the back of a civilian vehicle which had stopped in compliance with the directions of the traffic police. The insurance company is compensating the third party. The Board agreed with the findings of the Deputy Provost Marshal that the ONUC driver was to blame and recommended that he be assessed 500 CF towards the cost of repairs (12,264 CF).

Case No. ONUC/SB/836. ONUC RNA 618, Landrover, property of the Nigerian Contingent, driven by Pte. Egbo Athanasius (Nigerian, 5 QONR), and ONUC 867, Anglia, ONUC-owned, driven by G. Raoul Kahil (International staff), Leopoldville, 10 June 1962, 1030 hours

After giving a hand signal the driver of Contingent vehicle RNA 618 attempted a left hand turn and was hit by ONUC 867. The Board noted that:

- a) vehicle RNA 618 was repaired at no cost by the Contingent
- b) the cost of repairing ONUC 867 was 21,174 CF
- c) the Deputy Provost Marshal assessed responsibility to the Contingent driver as he attempted a left hand turn when being overtaken by ONUC 867

The Board agreed that the Contingent driver was to blame for the accident and recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Nigerian Government.



Case No. ONUC/SB/837. ONUC 725, VW car, ONUC-owned, driven by Mrs. Vu (Tong Thi Hoa) (wife of an international staff), Kamina, 29 May 1962, 0730 hours

The ONUC driver was proceeding on Route Royale at 50 kph when the tyre exploded; she lost control of the vehicle. The Board noted that:

- a) the estimated cost of repairing ONUC 725 was 21,700 CF
- b) the Kamina Local Board of Inquiry drew inter alia the following conclusions:
  - i) one tyre was found 100% worn out and the others in poor condition
  - ii) the steering was in poor condition
  - iii) Mrs Vu was in possession of an ONUC driver's permit
  - iv) she should take another driving test
- c) The Board noted that Mrs Vu was on duty in that she was driving dependent children to school at a time when the normal bus service was not available and recommended that:
  - i) damages to ONUC 725 be borne by ONUC
  - ii) Mrs. Vu's licence be revoked until she passes another test.

The Board agreed there was no alternative but to recommend that ONUC absorb the cost of repairs.

Case No. ONUC/SB/838. ONUC 1008, VW bus, ONUC-owned, driven by Jean Kapena (Congolese local employee), Leopoldville, 24 May 1962, 1600 hrs

On approaching the commissary building the ONUC driver pulled to the middle of the road in an attempt to turn left into a parking space. A civilian vehicle was coming from the opposite direction at 55/60 kph. The civilian driver applied his brakes but failed to avoid a collision.

The estimated cost of repairing the ONUC vehicle was 29,217 francs. The insurance company will cover the third party's claim.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he drove into the stream of traffic when unsafe to do so. The Board recommended that he be assessed 500 francs and that ONUC absorb the balance of the cost of repairs.



Case No. ONUC/SB/839. ONUC NC 1129, Dodge, 1-ton, property of the Indian Contingent, driven by Sawar Bhanwar Singh (Indian, 2 Troop, 5 Independent Armoured Squadron), Albertville, 20 May 1962, 0800 hours

The Contingent driver lost control of his vehicle when he was forced to manoeuvre in order to avoid a civilian vehicle coming from the opposite direction on its wrong side of the road. The Board noted that:

- a) the Contingent vehicle overturned and twenty passengers were injured
- b) the estimated cost of repairs to ONUC NC.1129 were 13,306 CF
- c) a Court of Inquiry was held which considered the Contingent driver free of responsibility
- d) the Sector Commander and the GOC Katanga Area disagreed with the opinion of the Court. They assessed blame to the Contingent driver and recommended that disciplinary action be taken against him
- e) the Force Commander agreed with the opinion of the Court of Inquiry

In view of the Force Commander's opinion the Board recommends that ONUC absorb the cost of repairs amounting to 13,306 CF.

Case No. ONUC/SB/840. ONUC 1176, Desoto 1960, 40 seat bus, ONUC-owned, Elisabethville, 15 September 1961

During the September 1961 incidents shell fire set fire to a Desoto 1960, 40 seat bus, that had been purchased on the 14 September 1961. This action resulted in the vehicle being completely burned out. The vehicle could not be returned to service as no commercial repair facilities were available to ONUC in Elisabethville and recoverable parts were of no immediate value to ONUC. The cost of the vehicle was 550,000 KF (\$11,000).

The Board felt there was no alternative but to recommend that ONUC 1176, 40-seat bus, engine No. 587P/4949, chassis No. 3240317, cost 550,000 KF (\$11,000) be sold as scrap and written off and the case referred to New York for consideration of the possibility of claiming against the competent authorities.

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Case No. ONUC/SB/841. ONUC 1315, VW bus, ONUC-owned, driven by Firoz Kassam (Pakistani local employee), Leopoldville, 25 May 1962, 1515 hours

The ONUC vehicle was struck by a civilian vehicle coming from a secondary road. The estimated cost of repairing ONUC 1315 was 16,532 CF. The insurance company has been unable to recover the cost of repairs from the third party through litigation.



On the basis of the Military Police report, the Board agreed that the civilian driver was to blame for the accident as he wrongly assumed the right of way and that the cost of repairing the vehicle be borne by ONUC.

Case No. ONUC/SB/842. ONUC 1501 (old No. 034R), VW car, ONUC-owned, driven by Byron Syngelakis (International staff), Elisabethville, 13 April 1962, 1330 hours

The ONUC vehicle was struck at an intersection by a civilian truck coming from the left, which failed to yield the right of way and which was travelling at high speed. The estimated cost of repairing the ONUC vehicle was 18,899 KF. The insurance company has been unable to recover the cost of damages from the third party.

Based on the opinion of Commissaire Mutwawa of the local Traffic Police who investigated the accident and of the Deputy Provost Marshal, the Board felt that the ONUC driver was free of responsibility and that the cost of repairing the vehicle should be borne by ONUC.

Case No. ONUC/SB/843. ONUC 1731, Willys Jeep, ONUC-owned, driven by Pvt. Gebre Medhin Baheru (27 Ethiopian Bn), Stanleyville, 22 January 1963, 1500 hours

The ONUC driver was forced off the road by a civilian vehicle coming in the opposite direction which was overtaking another vehicle. The ONUC vehicle collided with a cyclist and rolled into the ditch at the side of the road.

The Board noted that no Court of Inquiry was held and based on the findings of the Ethiopian Military Police agreed that the ONUC driver was not responsible for the accident and recommended that the cost of repairs (32,077 CF) to the ONUC vehicle be absorbed by ONUC. The insurance company is reimbursing the third party for the loss of his bicycle.

Case No. ONUC/SB/844. ONUC 2118, Willys Jeep, ONUC-owned, driven by S/O W. Fonvieille (International staff), Leopoldville, 11 June 1962, 0355 hours

The ONUC driver was turning left into the entrance of the Kwilu building when he was hit by an overtaking civilian vehicle travelling in the same direction. The estimated cost of repairing the ONUC vehicle was 11,640 francs. The insurance company will cover the damage to the third party.



On the basis of the Military Police report, the Board agreed that the ONUC driver, though on an authorized journey, was to blame for the accident as he attempted to perform a left hand turn, when being overtaken by the civilian car. The Board recommended that he be assessed \$90.00 towards the cost of repairs, the balance being absorbed by ONUC.

Case No. ONUC/SB/845. ONUC 2208, Willys Jeep, ONUC-owned, driven by L/Cpl. N. Singh (Indian Air Control Team II) and ONUC 2267, Willys Jeep, ONUC-owned, driven by M/Sgt. A. Sjogren (Swedish F22), Kamina, 9 April 1962, 1530 hours

The driver of ONUC 2208 was proceeding to Petro Congo, Lumwe, without keeping too strictly to his right hand side of the road. At the curve of the road, ONUC 2267 was coming from the opposite direction far over its left side. ONUC 2208 was brought to a standstill by its driver but ONUC 2267 was not and they collided. The estimated cost of repairing ONUC 2208 was 1950 francs, that of repairing 2267 was 800 francs.

As there was some doubt as to the proportion of responsibility between the two drivers and in view of the comparatively small amount involved in the repair of the vehicles, the Board recommended that the costs be absorbed by ONUC.

Case No. ONUC/SB/846. ONUC 8302, Bedford, ONUC-owned, driven by Pte. Bagudu Bida (Nigerian, 5QONR), and ONUC 789, VW car, ONUC-owned, driven by Antoine Lawrence (International staff), Leopoldville, 15 April 1962, 0845 hours

Vehicle ONUC 8302 was struck at an intersection by vehicle ONUC 789 coming from a secondary road. The estimated cost of repairing ONUC 8302 was 332 francs. The Chief of General Services declared that vehicle ONUC 789 was beyond economical repair and recommended that it be cannibalized and written off.

The Board, based on the Military Police report, agreed that the driver of ONUC 789 was to blame for the accident as he proceeded into the intersection through a yield sign when vehicle ONUC 8302, having priority, was crossing. The Board recommended that:

- 1) the driver of ONUC 789 be assessed \$300 towards the cost of damages
- 2) vehicle ONUC 789, VW car, engine No. 5579725, chassis No. 3689653, cost \$1,500, be cannibalized and written off as requested by the Chief of General Services.



Case No. ONUC/SB/847. ONUC 8503, Citroen, ONUC-owned, driven by R. Crucifix (International staff), Leopoldville, 31 January 1963, 1400 hours

The ONUC driver was signalled to stop by a Congolese Policeman. His vehicle was run into the back by a civilian vehicle which was following too closely behind. According to the Deputy Provost Marshal's report the ONUC driver is not to blame. The insurance company is negotiating to recover the cost of repairs to the ONUC vehicle of 2,875 CF.

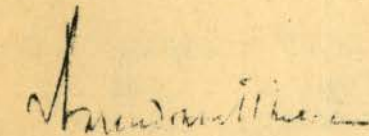
Case No. ONUC/SB/848. ONUC 8510, Citroen, ONUC-owned, driven by P.L.Bieler (International staff), Leopoldville, 15 December 1962, 1230 hours

The ONUC vehicle was struck by a civilian vehicle which attempted to cross the main road when it was not safe to do so. The Board agreed with the opinion of the Deputy Provost Marshal that ONUC driver was not to blame for the accident and noted that the insurance company was endeavouring to recover the cost of repairs (2,050 CF) from the third party.

Case No. ONUC/SB/849. ONUC 15101, VW bus, driven by Joseph Benza (Congolese local employee), 13 February 1963, 1700 hours

The ONUC driver collided with a civilian vehicle to which he had refused priority at an intersection as required by Congolese road regulations. The Board agreed with the findings of the Deputy Provost Marshal that the ONUC driver was to blame and recommended that he be assessed at 500 CF towards the cost of repairs (6,890 CF). The insurance company is settling the claim of the third party.

The meeting rose daily at 5.30 p.m.

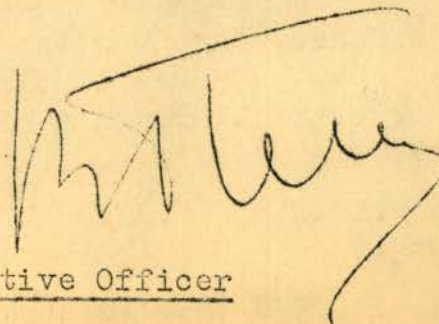


Chairman



Secretary, Property Survey Board

Approved:



Chief Administrative Officer



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ONUC  
LEOPOLDVILLE

ONUC LOCAL SURVEY BOARD  
Minutes of 42nd Meeting

Held on 4/5/6/7/11 March 1963

PRESENT:

Mr N. Madan, Senior Administrative Officer (Chairman)  
Mr H. Cross, Secretary (Acting), Property Survey Board  
Mr Z. Marcella, Legal Adviser (not on 7 or 11 March)  
Mr C. Taff, Legal Adviser (7 March only)  
Mr R. Eldred, Audit and Inspection Service  
Mr T. DeCandia, Chief, Finance (5 March only)  
Mr J. Teahan, Finance (not on 4 or 5 March)  
Mr N. Wasser, Transport and Communications  
Lt Col Lindeblad, Judge Advocate General

The meeting convened daily at 3.30 p.m. in room 612, Royal.

The Board examined 62 cases and made the following recommendations.

Case No. ONUC/SB/181 Rev.1. ONUC 774, VW, ONUC-owned, driven by Gervais Bualala (Congolese local employee) and ONUC 1426, De Soto, ONUC-owned, driven by Denis Mpewa (Congolese Policeman), Leopoldville, 26 May 1961 at 0755 hours

A request was received from Bualala Gervais for a review of Case No. 181 with a view to changing the decision of the Survey Board made at its 15th meeting held on 18 July 1961.

The Board noted that:

- a) as a result of a further accident, Mr Bualala had his employment with ONUC terminated
- b) after eight months without work he was re-employed, at the request of Mr Gardiner, as a messenger
- c) he had at no time, either before his termination or after his re-employment on 6 March 1962, been informed that he would be liable to pay any part of the cost of repairs to the ONUC vehicle.

The Board recommended that the original assessment of 1690 CF, 50% of the cost of repairs, be cancelled and that ONUC absorb the cost of repairs totalling 3278 CF.



Case No. ONUC/SB/498 Rev.1 - ONUC 3023, Willys Jeep truck, ONUC-owned, driven by Captain Joseph B. Sharpe (Liberian Military Operations), Leopoldville, 5 December 1961, 2030 hours

Since this case was reviewed by the Survey Board at its 30th meeting held on 10 April 1962, it was learned that contrary to his statement Captain Sharpe did not hit a lamp post but collided with a civilian vehicle. He failed to declare the name of the civilian driver.

The insurance company refused to cover any damage on grounds of late notification and that the ONUC driver had no driving licence. As a result, ONUC is faced with a claim from the third party in the amount of 12,882 CF.

The Board recommended that:

- 1) the claim from the third party be referred to the Claims Board for approval
- 2) the case be referred to UN Headquarters, New York, for consideration of the possible recovery from the Liberian Government of:
  - i) the cost of repairs of the ONUC vehicle (11,472 CF)
  - ii) the cost of any settlement agreed in respect of the claim for damage to the civilian vehicle (12,882 CF).

Case No. ONUC/SB/547. ONUC 852, Anglia, ONUC-owned, driven by P. Blok (ICAO), Leopoldville, 29 March 1962, 1930 hours

The ONUC driver states that he parked his vehicle in the garage, not in gear but with the handbrake applied. The garage floor being off-level, the ONUC driver found one hour later that the vehicle had rolled backwards hitting a concrete corner structure. The estimated cost of repairing the vehicle is 9,250 CF.

On the basis of the Military Police report, the Board felt that the ONUC driver was to blame for the accident as he failed to secure his vehicle. It was noted that he did not leave his car in gear and by doing so had relied entirely on the handbrake. The Board recommended that the ONUC driver be assessed 1,000 CF towards the cost of repairing ONUC 852.



Case No. ONUC/SB/616. ONUC 14 (S.5255), Chevrolet Sedan 1957, ONUC-owned, driven by an unknown driver of a Greek helicopter crew, Elisabethville, 1961

The above vehicle was purchased by ONUC on 31 July 1961. In October 1961, the vehicle was in the Verfaille garage, its engine having been burnt out while it was on charge to a Greek helicopter crew. After the vehicle had been repaired, it was assigned to ICAO but was seized by the gendarmarie on 5 December 1961. It was never recovered. The estimated cost of repairing the engine was 40,000 francs.

The Board noted that all possible steps to secure the names of the crew through military channels, had been taken without result and as the Board felt that there was insufficient evidence to substantiate the claim it considered that it had no alternative but to recommend that:

- a) the cost of repairs (40,000 francs) be absorbed by ONUC
- b) vehicle ONUC 14 (S.5255), Chevrolet Sedan 1957, chassis No VC57T136874, engine No T1115AB, cost 81,000 KF (\$1,620), be written off and removed from ONUC records as requested by the Senior Administrative Officer, Elisabethville

Case No. ONUC/SB/756. ONUC 2281, Willys Jeep, ONUC-owned, driven by Jose de Sotta Mayor (Local employee), Joquihatville, 5 April 1962, 0330 hours

As the ONUC driver was proceeding on Avenue de la Mission, a civilian truck coming from the opposite direction forced him off the road. He lost control of his vehicle and struck a tree. By memo of 9 October 1962, (HQ ONUC (Logs) 4611/39-EME) the Senior Staff Officer EME indicated that vehicle ONUC 2281 was beyond economical repair, and recommended that it be cannibalized and written off.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident. The Board noted that Mr Jose de Sotta Mayor has left the employment of ONUC and as there had been no withholding of pay no assessment could be made against Mayor and considered that there was no alternative but to recommend that vehicle ONUC 2281, Willys Jeep, M38A1, chassis No 79282, engine No MD 100837, cost \$2,300, be cannibalized and written off and that recoverable spare parts and components be used for repair and maintenance of similar vehicles, as requested by the Senior Staff Officer, EME.



Case No. ONUC/SB/757. ONUC 1077, VW bus, ONUC-owned, driven by Sgt. A.B. Jeppesen (Danish Movement Control, N'djili), Leopoldville, 8 April 1962, 0400 hours

The ONUC driver was returning home from a night club when he lost control of his vehicle after it hit a stone in the road causing it to run through a ditch and collide with two trees. By memo HQ ONUC (LOGS) 541-EME of 6 July 1962, the Chief Logistics Officer recommended that the ONUC vehicle be cannibalized and written off.

No Court of Inquiry was held but on the basis of the Military Police report the Board agreed that the ONUC driver was to blame for the accident as he was not in control of his vehicle and was driving at an excessive speed. It was recommended that:

- a) the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$1,900) from the Danish Government
- b) vehicle ONUC 1077, VW bus, engine No. 3528404, chassis No. 603496, cost \$1,900, be cannibalized and written off.

Case No. ONUC/SB/758. ONUC 1077, VW bus, ONUC-owned, driven by Sgt. C.R. Nielsen (Danish Movement Control, N'djili), Leopoldville, 4 April 1962, 1100 hours

When the ONUC driver was reversing the vehicle he hit a tree. The estimated cost of repairing the vehicle is 2,000 francs. No Court of Inquiry was held but on the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he had been negligent in the handling of his vehicle. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (2,000 francs) from the Danish Government.

Case No. ONUC/SB/759. ONUC 2149, Willys Jeep, ONUC-owned, driven by Sgt. U. Andersen (Danish Military Police), Leopoldville, 1 April 1962, 0025 hours

The ONUC driver struck a civilian vehicle which he was following too closely. The estimated cost of repairing the ONUC vehicle was 1,100 francs. The insurance company will cover the damage to the third party. No Court of Inquiry was held and the Board agreed with the findings of the Provost Marshall and decided that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (1,100 francs) from the Danish Government.



Case No. ONUC/SB/760. ONUC 818, Simca, ONUC-owned, driven by Joseph Lienge (Congolese local employee) and ONUC 2073, Willys Jeep, ONUC-owned, driven by Lt. Col. De Camillis (Italian, Air Operations), Leopoldville, 17 March 1962, 1430 hours

The driver of ONUC 818 reported to the Security Officer that vehicle ONUC 2073 had damaged vehicle ONUC 818 while the latter was parked in the parking area of the Royal. The Security Officer investigated the accident and helped to disentangle the vehicles. The estimated cost of repairing ONUC 818 was 1,310 francs.

No Court of Inquiry was held but on the basis of the Investigation Unit report the Board agreed that the driver of ONUC 2073 was to blame for the accident. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (1,310 francs) from the Italian Government.

Case No. ONUC/SB/761. ONUC 329, Peugeot, ONUC-owned, driven by Gerard Mampuya (Congolese local employee), Leopoldville, 10 March 1962, 1600 hrs

The ONUC driver struck a parked vehicle. The estimated cost of repairing the ONUC vehicle was 2,100 francs. The insurance company was notified as far as it concerned the third party.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident, and as he is no longer with ONUC, the Board considered there was no alternative but to recommend that the cost of repairs be absorbed by ONUC.

Case No. ONUC/SB/762. ONUC 794, VW car, ONUC-owned, driven by Alphonse Kidimbu (Congolese local employee), Leopoldville, 17 April 1962, 1600 hrs

The ONUC vehicle was struck by an unknown vehicle while in the parking area of N'djili airport. The estimated cost of repairing the vehicle was 2,100 francs.

On the basis of the Military Police report, the Board agreed that the ONUC driver was not to blame for the accident. It was recommended that the cost of repairs be absorbed by the Organization.



Case No. ONUC/SB/763. ONUC 819, Simca, ONUC-owned, driven by Theodore Galamulume (Congolese local employee) and ONUC 810, ONUC-owned, Leopoldville, 4 April 1962, 0915 hours

Vehicles ONUC 819 and ONUC 810 were parked in the Petit Pont garage. As one of the mechanics was attempting to take ONUC 819 in the shop for repairs he hit vehicle ONUC 810. The estimated cost of repairing ONUC 819 is 11,550 francs, and that of repairing ONUC 810 is 4,212 francs.

On the basis of the Military Police report, the Board agreed that the garage mechanic driving ONUC 819 was to blame for the accident. It was recommended that the ONUC driver be assessed 500 francs towards the cost of repairs and that ONUC absorb the balance of 15,262 francs.

The Board took note that local government laws forbid the withholding of more than 200 francs monthly and recommended that this assessment and any other assessments made against Congolese employees be recovered within the law.

Case No. ONUC/SB/764. ONUC 1066, VW bus, ONUC-owned, driven by Ignace Punkula (Congolese local employee), Leopoldville, 21 February 1962, 1730 hours

The ONUC driver intended to make a left hand turn. As he had stopped his vehicle over the centre line of the road, his vehicle was struck by a civilian vehicle.

- a) the insurance company assessed responsibility to both ONUC and civilian drivers: the ONUC driver as he should have stopped on his half of the road and not crossed the centre line and the civilian driver as he was travelling too fast to have control of his vehicle
- b) the insurance company assessed responsibility to both ONUC and civilian drivers: the ONUC driver as he should have stopped on his half of the road and not crossed the centre line and the civilian driver as he was travelling too fast to have control of his vehicle
- c) the insurance company settled the claim of the third party (22,800 CF)

The Board recommended that:

- 1) the ONUC driver be assessed 500 CF towards the cost of repairs
- 2) that the balance (21,500 CF) be absorbed by ONUC.



Case No. ONUC/SB/763. ONUC 819, Simca, ONUC-owned, driven by Theodore Galamulume (Congolese local employee) and ONUC 810, ONUC-owned, Leopoldville, 4 April 1962, 0915 hours

Vehicles ONUC 819 and ONUC 810 were parked in the Petit Pont garage. As one of the mechanics was attempting to take ONUC 819 in the shop for repairs he hit vehicle ONUC 810. The estimated cost of repairing ONUC 819 is 11,550 francs, and that of repairing ONUC 810 is 4,212 francs.

On the basis of the Military Police report, the Board agreed that the garage mechanic driving ONUC 819 was to blame for the accident. It was recommended that the ONUC driver be assessed 500 francs towards the cost of repairs and that ONUC absorb the balance of 15,262 francs.

The Board took note that local government laws forbid the withholding of more than 200 francs monthly and recommended that this assessment and any other assessments made against Congolese employees be recovered within the law.

Case No. ONUC/SB/764. ONUC 1066, VW bus, ONUC-owned, driven by Ignace Punkula (Congolese local employee), Leopoldville, 21 February 1962, 1730 hours

The Board noted that:

- a) the estimated cost of repairing ONUC 1066 was 22,000 CF
- b) the Provost Marshal assessed responsibility to both ONUC and civilian drivers: the ONUC driver as he should have stopped on his half of the road and not crossed the centre line and the civilian driver as he was travelling too fast to have control of his vehicle
- c) the insurance company settled the claim of the third party (22,800 CF)

The Board recommended that:

- 1) the ONUC driver be assessed 500 CF towards the cost of repairs
- 2) that the balance (21,500 CF) be absorbed by ONUC.



Case No. ONUC/SB/765. ONUC 2243, Willys Jeep, ONUC-owned, driven by Albert Dokomba (Congolesse local employee), Leopoldville, 1 March 1962, 1150 hours

The ONUC driver was preceding two civilian vehicles. As he was making a lefthand turn, the third vehicle, in an attempt to pass, collided with the ONUC vehicle. The estimated cost of repairing ONUC 2243 was 6,925 francs. The insurance company has been unable to recover the cost of damage from the third party.

Concurring with the findings of the Provost Marshal, the Board agreed that the civilian driver was to blame for the accident as he attempted to pass the ONUC vehicle when it was unsafe to do so. *The Board recommended that ONUC absorb the cost of repairs*

Case No. ONUC/SB/766. ONUC 8350, Bedford bus, ONUC-owned, driven by Boniface Ekofo (Congolesse local employee), Leopoldville, 13 April 1962, 0640 hours

The ONUC vehicle was struck by a Police vehicle which failed to halt at the "Stop" sign before entering the major road.

The Board noted that:

- a) the estimated cost of repairing the ONUC vehicle was 8,300 CF
- b) the Deputy Provost Marshal assessed responsibility to the civil Police driver
- c) the civil Police driver refused to pay the cost of damage as the insurance company was unable to obtain the Congolesse Police report

The Board felt there was no alternative but to recommend that ONUC absorb the cost of repairs.

Case No. ONUC/SB/767. ONUC 8351, Bedford bus, ONUC-owned, driven by M. Malobombili (Congolesse local employee), Leopoldville, 3 March 1962, 1530 hours

While attempting to pass a parked vehicle, ONUC 8351 was hit by a civilian car coming from the opposite direction. The Board noted that:

- a) the civilian driver tried to run away. He was stopped by ONUC Security but refused to make a statement
- b) the Provost Marshal made no assessment of responsibility due to lack of evidence
- c) the estimated cost of repairing ONUC 8351 was 9,100 CF



- d) the insurance company has been unable to recover the cost of damage from the third party who contested his responsibility

Based on the case file, the Board felt that the ONUC driver could not be blamed for the accident and recommended that ONUC absorb the cost of repairs.

Case No. ONUC/SB/768. ONUC 8351, Bedford bus, ONUC-owned, driven by M. Malombili (Congolese local employee), Leopoldville, 30 March 1962, 1300 hours

A civilian vehicle attempted to pass ONUC 8351 and struck it. The estimated cost of repairing the ONUC vehicle was 1,600 CF. The insurance company is attempting to recover the cost of repairs.

The Board, based on the Military Police report, agreed that no blame could be attached to the ONUC driver.

Case No. ONUC/SB/769. ONUC 317, Peugeot, ONUC-owned, driven by Ahmed Abdoun (International staff), Leopoldville, 18 March 1962, 2300 hours

The ONUC driver on leaving his vehicle failed to apply the handbrake. The vehicle rolled down an incline and hit a wall. The estimated cost of repairing the vehicle was 8,347 francs.

On the basis of the Deputy Provost Marshal's report, the Board agreed that the ONUC driver was to blame for the accident as he was negligent in securing the vehicle. It was recommended that he be assessed 4,480 CF towards the cost of repairs.

Case No. ONUC/SB/770. ONUC 1737, Willys Jeep, ONUC-owned, driven by Pte P. Kelly (Sierra Leonian Contingent), Kitona, 14 March 1962, 2345 hrs

As the ONUC driver was proceeding on the road from Kitona to Matadi at 50 kph, he lost control of the vehicle on loose sand and struck the embankment on the side of the road. The Board noted that the brakes had been checked on 13 March and found in good working condition, and also that the hill on which the accident occurred does not permit a speed of more than 40 kph.

The estimated cost of repairing the vehicle was 54,104 francs. On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he was travelling too fast for road conditions. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (54,104 frs from the Siera Leonian Government.



Case No. ONUC/SB/771. ONUC 2207, Willys Jeep, ONUC-owned, driven by Sgt. B.M.L. Tahar (Tunisian Liaison Office), and ONUC 627, VW car, ONUC-owned, assigned to Major Lockwood (Canadian Sup, TPT Sec), Leopoldville, 10 March 1962, 1130 hours

The driver of ONUC 2207 struck a parked vehicle, ONUC 627. The estimated cost of repairing ONUC 627 is 9,757 francs. On the basis of the Military Police report, the Board agreed that the driver of ONUC 2207 was to blame.

It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (9,757 CF) from the Tunisian Government.

Case No. ONUC/SB/772. ONUC 214, Opel, ONUC-owned, driven by Emile Molly (International staff), Leopoldville, 30 March 1962, 0740 hours

The ONUC driver was reversing out of a parking lot when he hit a parked civilian vehicle. The estimated cost of repairing the ONUC vehicle is 10,000 francs. The insurance company was notified as far as it concerned the third party.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident. It was recommended that he be assessed 5,000 francs towards the cost of repairs of ONUC 214.

Case No. ONUC/SB/773. ONUC 607, VW car, ONUC-owned, driven by G. Gallai (UNESCO, International staff), Leopoldville, 1 May 1962, 0825 hours

The ONUC driver hit a motor scooter while attempting to pass it. The estimated cost of repairing ONUC 607 is 15,311 francs. The insurance company will cover third party's claims.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he had been negligent in observing full precautions when overtaking the motor scooter. It was recommended that he be assessed 7,650 francs towards the cost of repairs.

Case No. ONUC/SB/774. ONUC 958, VW car, ONUC-owned, driven by Hans Huber (International staff), Bukavu, 8 March 1962, 0900 hours

The ONUC driver was passing a parked vehicle when a pedestrian attempted to cross the road, and was hit by the ONUC vehicle. The



estimated cost of repairing ONUC 958 was 3,921 CF. The insurance company was unable to recover damage from the third party.

The Board agreed with the opinion of the Deputy Provost Marshal that the ONUC driver was free of responsibility as the pedestrian ran across the road from behind a parked car. The Board felt there was no alternative but to recommend that ONUC absorb the cost of repairs (3,921 CF).

Case No. ONUC/SB/775. ONUC 3152, UNICEF Willys Jeep station wagon, driven by Dr. Luc L. Colar (WHO), Luebo, 17 February 1962, 0800 hours

As the ONUC driver was proceeding on the road from Luebo, his vehicle skidded and he lost control of the vehicle which ran off the road and struck a tree. The estimated cost of repairing ONUC 3152 was 18,000 CF.

The Board agreed with the opinion of the Deputy Provost Marshal that the ONUC driver was to blame for the accident as he apparently drove too fast for road conditions. It was recommended that he be assessed 9,600 francs towards the cost of repairs.

Case No. ONUC/SB/776. ONUC 3235, Willys Jeep, UNICEF-owned, driven by Guido Tommasini (League of Red Cross Societies), Luluabourg, 18 May 1962, 1430 hours

The ONUC driver while attempting to pass a civilian vehicle that was stopped on the side of the road, when the latter suddenly turned into the road and collided with the ONUC vehicle. The Board noted that:

- a) the estimated cost of repairs to ONUC 3235 was 5,000 CF
- b) the Military Police could make no firm assessment of responsibility although the civilian driver appeared to have entered the principal road without warning
- c) the Insurance company was unable to recover the cost of damage from the third party, as it was impossible to prove that he was to blame

The Board felt there was no alternative but to recommend that ONUC absorb the cost of repairs.



Case No. ONUC/SB/777. Damage to ONUC vehicles 608, VW, 614 VW, 1024 VW bus, and 9203 VW, Leopoldville

The Chief of General Services advised that the damage caused to the above mentioned vehicles was repaired without General Services or the Military Police having been advised of any accident in which the vehicles were involved and that the repairs were carried out without the authorisation of General Services and SSO-EME.

The cost of repairs are as follows: ONUC 608, 2,600 francs; ONUC 614, 1,250 francs; ONUC 1024, 2,500 francs, and ONUC 9203, 5,500 francs

It is noted that measures have been taken by the Chief Logistics Officer and General Services to reduce the number of unreported accidents and clandestine repairs. Under the circumstances the Board agreed there was no alternative but to recommend that ONUC absorb the total cost of repairing the four vehicles (11,850 francs), as it found it impossible to allocate responsibility either to individuals or contingents.

Case No. ONUC/SB/778. ONUC 1068 (old No 8), VW bus, ONUC-owned, driven by 1/lt G. Sandsbraaten (Norwegian, C-47 Squadron, N'djili), Leopoldville, 17 January 1962, 1350 hours

As the ONUC vehicle was attempting to pass a civilian vehicle, the latter turned into the left lane and struck the ONUC vehicle. The Board noted that:

- a) the Deputy Provost Marshal assessed responsibility to the ONUC driver
- b) ~~the~~ civilian Police assessed responsibility to the ONUC driver
- c) in the circumstances, the Insurance Company is under obligation to cover the claim of the third party if and when submitted
- d) nearly six months had elapsed before the vehicle was returned to Base Ordnance Depot. It had been partly cannibalized and no explanation could be obtained to account for the cannibalization
- e) by memo HQ ONUC (LOGS) 541-EME dated 21 May 1962 the Chief Logistics Officer indicated that ONUC 1068 (old No 8) was beyond economical repair and should be cannibalized and written off.

The Board using the Code de la Route as reference agreed with the Deputy Provost Marshal that the ONUC driver was not to blame for the accident and no further evidence having been made available accounting for the late reporting recommended that vehicle ONUC 1068 (old No 8), VW bus, engine No. 3527869, chassis No 603499, inventory value \$1,900, be cannibalized and written off as requested by the Chief Logistics Officer.



Case No. ONUC/SB/779. ONUC 1543 (old No. C.205), VW pick-up, ONUC-owned, driven by S/Lt. Abebe Guebremariam (Ethiopian 8th Bn), Stanleyville, 15 March 1962, 1100 hours

The driver of ONUC 1543 drove too close to a hedge and this resulted in damage to the right door of the vehicle and to the driving mirror.

The Board noted that:

- a) a Court of Inquiry was held
- b) the Court found the driver negligent and directed that he should be assessed the full cost of repairs
- c) the Brigade Commander endorsed the findings of the Court
- d) cost of repairs totalled 1323 CF

The Board recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering the cost of repairs from the Ethiopian Government.

Case No. ONUC/SB/780. ONUC 1540 (old No. C.17), VW car, ONUC-owned, driven by Pte Taye Mulugeta (Ethiopian Bde HQ), Stanleyville, 12 March 1962, 1720 hours

The ONUC driver took ONUC 1540 without authorisation and without being in possession of a driver's licence. He lost control of the vehicle which ran into a ditch. The estimated cost of repairing the vehicle was 6,229 CF.

A Court of Inquiry was held to investigate the accident and it was noted that disciplinary action was taken against the driver. The Board agreed with the opinion of the Court which was endorsed by the Brigade Commander that the ONUC driver was to blame for the accident, as he was inexperienced, not in possession of a driver's licence, and had no authorisation to drive. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (6,229 CF) from the Ethiopian Government.

Case No. ONUC/SB/781. ONUC 2418, Willys Jeep, ONUC-owned, driven by Captain B.P. Murgai (Indian, 2nd Signal Regt), Leopoldville, 24 April 1962, 1010 hours

As the ONUC driver was proceeding on Avenue de l'Aerodrome, a cyclist coming from a secondary road crossed the street. In spite of having taking avoiding action the ONUC driver failed to miss hitting



the cyclist and then struck a tree. It is noted that the cycle had no brakes.

The estimated cost of repairing the ONUC vehicle was 21,973 francs. The insurance company has been unable to recover the cost of damage from the third party.

On the basis of the Military Police report, and of the Proceedings of a Court of Inquiry, the Board agreed that the cyclist was to blame for the accident as he crossed into the main thoroughfare when unsafe to do so. The Board felt there was no alternative but to recommend that the cost of repairs (21,973 CF) be absorbed by ONUC.

ONUC

Case No. ONUC/SB/782. /1422 1-ton Pick-up, ONUC-owned, driven by P/O K.P. Sharma (Indian, Indian Air Force), Leopoldville, 3 May 1962, 1100 hours

The ONUC driver lost control of his vehicle when the front wheel went off the road into loose sand and struck a fire hydrant. The estimated cost of repairing ONUC 1422 is 18,500 francs. No Court of Inquiry was held.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (18,500 francs) from the Indian Government.

Case No. ONUC/SB/783. ONUC 8059, Bedford, ONUC-owned, driven by Pte. Cyril Nwabunka (Nigerian, 3 Nigerian Brigade), Luluabourg, 3 May 1962, 0400 hours

On approaching a bend the ONUC driver applied the brake and the road being wet, the vehicle swerved right and hit a tree. The estimated cost of repairing the ONUC vehicle was 10,842 francs.

The Board agreed with the opinion of the Commanding Officer that the ONUC driver was to blame for the accident, as he lost control of the vehicle. It is noted that he was admonished and fined 895 francs. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the cost of repairs (10,842 francs) from the Nigerian Government.



Case No. ONUC/SB/784. ONUC 678, VW car, ONUC-owned, on charge to 2/Lt Moriccie (C-119 Squadron, N'djili) and ONUC 8383, Bedford, ONUC-owned, driven by Sgt. D. Sadana (Indian, UNATB, N'djili), Leopoldville, 13 March 1962, 0830 hours

As the driver of ONUC 8383 was backing out of the parking space at the airport, he hit ONUC 678. The estimated cost of repairing ONUC 678 was 16,015 francs.

On the basis of the Military Police report, the Board agreed that the driver of ONUC 8383 was to blame for the accident. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (16,015 francs) from the Indian Government.

Case No. ONUC/SB/785. Damage to ONUC 797, VW car, ONUC-owned, Leopoldville

By his memo of 23 October 1962 the Chief of Transport and Communications indicated that vehicle ONUC 797, on charge to the hospital Indian Contingent had been involved in an accident which was never reported. The Board noted that:

- a) following an investigation carried out by Transport and Communications Section it was found that the invoice for repairs had been deliberately withheld by the Indian Contingent to escape enquiries
- b) cost of repairs of the vehicle amounted to 8,334 CF

The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Indian Government.

Case No. ONUC/SB/786. ONUC RNA 620, Landrover, Contingent-owned, driven by Pte Lazarus Alapa (Nigerian, IQONR), Luluabourg, 16 March 1962, 0930 hours

As the ONUC driver was proceeding on the airport road he was overtaken by an ambulance that was following and which struck the ONUC vehicle. It is noted that the driver of the ambulance failed to stop after the accident. The Military Police were subsequently able to identify him as Colonel Marsiala, ANC. The estimated cost of repairing ONUC RNA 620 is 2,925 francs. The insurance company was notified but has been unable to recover the cost of the damage since the accident was caused by an ANC officer.



In the opinion of the Deputy Provost Marshal, the ANC driver was to blame for the accident as he tried to overtake the ONUC vehicle on a curve at an unsafe speed. The Board agreed there was no alternative but to recommend that the cost of repairs (2,925 francs) be absorbed by ONUC.

Case No. ONUC/SB/787. ONUC 875, Anglia, ONUC-owned, assigned to Security Office and ONUC 8119, Bedford, ONUC-owned, driven by Pte Samuel Iteogu Nigerian, 5 QONR), Leopoldville, 1 May 1962, 1405 hours

As the driver of ONUC 8119 was attempting to park his vehicle he collided with ONUC 875 which was parked in the parking lot of the Royal Building. The estimated cost of repairing ONUC 875 is 3,500 francs. ONUC 8119 was undamaged.

No Court of Inquiry was held but on the basis of the Military Police report, the Board agreed that the driver of ONUC 8119 was to blame for the accident as he misjudged his distance while reversing and struck the parked car. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (3,500 francs) from the Nigerian Government.

The Board took note of the increased number of parking accidents and recommended that the Chief Administrative Officer refer the subject to the Chief of General Services.

Case No. ONUC/SB/788. ONUC LE 4751, Landrover, property of the Nigerian Government, driven by 2nd Class Constable Ike Sylvestre (Nigerian Police), Leopoldville, 11 March 1962, 1230 hours

As the ONUC driver was attempting to make a left hand turn from the right lane of the road, he failed to see a vehicle travelling in the left lane and they collided. In his memo HQ ONUC (LOGS) 4611/24-EME, dated 2 October 1962, the Chief Logistics Officer indicated that the vehicle was beyond economical repair and he recommended that it be cannibalized and written off.

No Court of Inquiry was held but on the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he attempted to make a left hand turn when being overtaken. It was recommended that:



- 1) UN Headquarters, New York, approval be obtained to cannibalize and write-off vehicle ONUC LE 4751, Landrover, chassis No 152002302, engine No 151014109, as it is the property of the Nigerian Government
- 2) any compensation to the Contingent Government, as a result of writing-off the vehicle due to it being damaged beyond economical repair, be restricted to depreciation in the Congo up to the time of the accident.

Case No. ONUC/SB/789. ONUC 783, VW car, ONUC-owned, on charge to Lt/A.L.F. Barbosa (Brazilian, C-47 Squadron), Leopoldville, 14 March 1962, 0900 hours

On 14 March 1962, Lt. Barbosa noticed that vehicle ONUC 783 had been damaged in the parking area. The estimated cost of repairing the vehicle was 8,927 francs.

On the basis of the Military Police report the Board agreed that the ONUC driver was not to blame for the accident as the ONUC vehicle appears to have been struck by an unknown vehicle while it was parked. The Board recommended that the cost of repairing ONUC 783 (8,927 francs) be absorbed by ONUC.

Case No. ONUC/SB/790. ONUC 2247, Willys Jeep, ONUC-owned, driven by Sepoy Ashraf (Pakistani, Pakistan Contingent) and ONUC 792, VW car, ONUC-owned, assigned to Mr. A. Duncan-Smith (Local staff), Leopoldville, 2 May 1962, 1630 hours

As the driver of ONUC 2247 was attempting to reverse his vehicle from the parking lot of the Royal, he hit vehicle ONUC 792. The estimated cost of repairing ONUC 792 was 4,400 CF.

On the basis of the Proceedings of a Court of Inquiry, and of the Military Police report, the Board agreed that the driver of ONUC 2247 was to blame for the accident. It is noted that disciplinary action was taken against the driver of ONUC 2247. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (4,400 CF) from the Pakistan Government.



Case No. ONUC/SB/791. ONUC 1529 (S-18), Volkswagen, 1957, car, ONUC-owned, driven by Major Rexfors (Swedish Battalion), Elisabethville, 30 March 1962, between 1955 - 2050 hours

The ONUC driver had parked his vehicle in front of Hotel Leo II, he had locked it and taken every precaution to ensure its safety. When he came back one hour later the vehicle had disappeared.

It is noted that the civil police and the Swedish Military Police were unable to trace the vehicle. On the basis of the Proceedings of a Court of Inquiry, the Board agreed with the opinion of the Force Commander that the ONUC driver was not to blame for the loss of the vehicle, and took note that every possible step had been taken to trace the vehicle.

It was recommended that vehicle ONUC 1529 (S-18), Volkswagen car 1957, chassis No 1129964, engine No 1357706, cost 77,000 KF, (\$1,540), be written off.

Case No. ONUC/SB/792. ONUC Z 826, Morris, property of the Malayan Government, driven by Pte M.D. Saad bin Achin (Malayan, 2 Royal Malay Regiment), Goma, 3 August 1962, 1130 hours

As the Contingent driver was proceeding down hill his steering wheel became wobbly. The co-driver pulled the steering wheel to the left which caused the vehicle to skid and overturn. The Board noted that:

- a) no Court of Inquiry was held
- b) the Commanding Officer found the Contingent driver free of responsibility
- c) the Chief Logistics Officer recommended (HQ ONUC (LOGS) 4634-EME, 24 November 1962) that vehicle ONUC Z 826 be sold and written off

The Board agreed with the opinion of the Commanding Officer and recommended that:

- a) vehicle ONUC Z 826, Morris 1-ton, chassis No. 3365, engine No. 6629 be sold as is and written off
- b) that compensation to the Contingent Government be restricted to depreciation in the Congo up to the time of the accident.



Case No. ONUC/SB/793. ONUC Z 1169, Morris MRA/1, 1-ton, Contingent-owned, driven by Pte Che Ya bin Umat, Regiment No. 8345, (Malayan, D Coy 2 R Malay), Goma, 4 May 1962, 1500 hours

The ONUC driver was being given an official driving lesson and as he swerved to the right, the ONUC vehicle tilted on its side. The estimated cost of repairing the ONUC vehicle was 1,890 francs.

The Board based on the opinion of the Commanding Officer and of the Deputy Provost Marshal, agreed that the ONUC driver could not be held responsible for the accident as he was under instruction. The Board recommended that the cost of repairing ONUC Z1169 (1890 francs) be absorbed by ONUC.

Case No. ONUC/SB/794. ONUC Z-1482, Landrover, Contingent-owned, drive by Captain D.B. Wadwani (Malayan, 1st Fed. Recce Regt), Goma, 7 April 1962, 0200 hours

As the ONUC driver was reversing his vehicle, he struck a large stone. The estimated cost of repairing ONUC Z 1482 was 1,726 francs, consisting of 315 CF for materials and an estimated 1411 francs for labour.

It is noted that disciplinary action was taken against the ONUC driver in that the C.O. of the 1st Fed. Recce Regt. MSF directed that the driver of the vehicle pay the cost of repairs. On the basis of the evidence, the Board agreed that he was to blame for the accident.

It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of the materials used, 315 francs, as the labour was provided by the unit, from the Malayan Government.

Case No. ONUC/SB/795. ONUC 2024, Willys Jeep, ONUC-owned, driven by Sgt M.B. Munroe (Canadian Signals), Stanleyville, 24 March 1962, 2130 hours

A civilian vehicle travelling from the opposite direction swerved left in an attempt to overtake a parked bus and hit the ONUC vehicle. The insurance company has recovered 44,153 francs from the third party in settlement of the cost of repairs.

Based on the opinion of the Detachment Commander, 57 Canadian Signal Unit, the Board agreed that the civilian driver was to blame for the accident as he overtook a parked bus when the road was not clear of traffic.



Case No. ONUC/SB/796. Damage to ONUC 3901 (RU/X 1641), Renault, ONUC-owned, on charge to the Irish Battalion, Elisabethville, between December 1961 and June 1962

By memo FS/TPT/2-29 dated 22 June 1962, addressed to the Chief of General Services, the Senior Administrative Officer, E'ville, indicated that vehicle ONUC 3901 (RU/X 1641) had suffered damages by wear and tear and stripped of some parts while on charge to the Irish Battalion, between December 1961 and June 1962. The estimated cost of repairing ONUC 3901 was 10,000 KF.

The Board felt that in view of the incidents that took place in Elisabethville at the end of 1961, the Irish Battalion could not be held responsible for the loss of some parts and recommended that the cost of repairing the ONUC vehicle be absorbed by ONUC.

Case No. ONUC/SB/797. ONUC 1710, Jeep Willys, ONUC-owned, driven by Pte. H. Walker (Liberian), Luluabourg, 17 December 1961, 1430 hours

The ONUC driver failed to halt at a "Stop" sign when coming to an intersection and he collided with a civilian bus. The insurance company will cover the third party's claim. By memo of 11 April 1962 (HQ ONUC (LOGS) 511/36-EME), the Chief Logistics Officer indicated that vehicle ONUC 1710 was beyond economical repair and he recommended that it be cannibalized and written off.

On the basis of the Military Police report and of a Court of Inquiry the Board felt that the ONUC driver was to blame for the accident. It was recommended:

- 1) that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle (\$2,750) from the Liberian Government
- 2) that vehicle ONUC 1710, Willys Jeep, 1-ton 6-226, chassis No. 55168/22028, engine No. T.122 512, cost \$2,750, be cannibalized and written off, as recommended by the Chief Logistics Officer

Case No. ONUC/SB/798. Disposal of three unserviceable/non-reparable vehicles

The Chief Logistics Officer has requested cannibalization and write-off of the following detailed vehicles which are considered to be beyond economical repair due to fair wear and tear; recoverable spare parts and equipment to be used to repair similar vehicles. The Board noted that each request for write off was supported by EME Inspection Report (Vehicles).



National vehicles - property of the Malayan Government:

ONUC Z 1428, Morris Water Truck, engine No SEA/S/11904, chassis No 5906, inventory value US \$6,600, located at Elisabethville, on charge to "C" Sqd, 2 Recce Regt, MSF - request reference HQ/ONUC (LOGS) 4634-EME, 26 November 1962, EME Inspection Report dated 20 September 1962

ONUC Z 1027, Landrover, engine No 151902080, chassis No 152902080, inventory value US \$2,560, located at Albertville, on charge to "D" Coy, 7 RMR, MSF - request reference HQ/ONUC (LOGS) 4634-EME, 24 November 1962, EME Inspection Report dated 26 September 1962.

ONUC-owned vehicle:

ONUC 186, Willys Jeep, engine No. 4J257877, chassis No. 425L, year 1959, inventory value US \$2,300, located at Bukavu, on charge to 2 RMR, MSF - request reference HQ ONUC (LOGS) 4634-EME, 5 February 1963, EME Inspection Report dated January 1963.

The Board noted that in view of the impending repatriation of the Malayan Special Force authority for the write off of the above listed vehicles should be given immediately.

Based on the recommendation of the Chief Logistics Officer, and the EME Inspection Reports that certify fair wear and tear, the Board recommended that the vehicles be cannibalized and written off.

Case No. ONUC/SB/799. ONUC 276, Vauxhall, ONUC-owned, driven by B. Syngelakis (International staff) and ONUC 989, VW car, ONUC-owned, driven by R. Burbano (International staff), 20 May 1962, 0430 hours

Vehicle ONUC 989 was hit by ONUC 276 when the former had to stop at an intersection. The Board noted that the estimated cost of repairs to ONUC 276 was 150 KF and that of repairing ONUC 989 was 15,733 KF. The Board agreed that, based on the evidence in the case file, the driver of ONUC 276 was to blame for the accident as he was travelling too close to ONUC 989.

The Board recommended that he be assessed 10,000 francs towards the cost of repairing both vehicles.



Case No. ONUC/SB/800. 4 Raj. Rif. Indian Independent Brigade Group, Elisabethville - loss of regimental stores: train accidents 20 May 1962 and 26 June 1962

On 20 May 1962 company group 4 Raj. Rif. was detailed to escort a Baluba refugee train from Elisabethville to Kamina. As the train moved from the refugee camp it separated into two parts which crashed into each other causing injuries to personnel and resulting in damage to ONUC stores amounting to \$137.01 and national stores amounting to 221 Rs (\$46.41). A Court of Inquiry was held on 30 May 1962.

On 26 June 1962 the company was again detailed to escort a Baluba refugee train from Elisabethville to Kamina. About two hours from Molando the train collided with another train coming from the opposite direction, resulting in injuries to personnel and damage to ONUC stores amounting to \$249.35 and to national stores of 4 Raj Rifles amounting to \$256.23 and of Indian Independent Bde Group Signal Coy amounting to \$7.11. A Court of Inquiry was held on 27 August 1962. The Board noted that ONUC personnel were not responsible for either accident.

The Board recommended that ONUC records be adjusted to reflect the loss of ONUC stores valued at \$386.36 and that the case be forwarded to Headquarters, New York, for appropriate action regarding reimbursement of the cost of national stores totalling \$309.75, to the Indian Government.

Case No. ONUC/SB/801. ONUC 674, VW car, ONUC-owned, driven by Sqn.Ldr. H.S. Chawla (Indian, Air Operations), Leopoldville, 10 April 1962, 1225 hours

The ONUC vehicle was struck by a civilian vehicle which reversed from a parking area. The estimated cost of repairing the ONUC vehicle was 3,168 CF. The insurance company has been unable to recover the cost of repairs from the third party.

The Board agreed, based on the Military Police report, that the ONUC driver was free of responsibility, and recommended that ONUC absorb the cost of repairs.

Case No. ONUC/SB/802. Discrepancy Report No. FR/LS/201 dated 30 November 1962 - loss of 8450 eggs valued at \$338.00.

A consignment of 700 cases containing 252,000 eggs was shipped to ONUC Base Supply Depot from Cap e Town, South Africa. It was received on 29 November 1962 in a wagon despatched from Matadi. On



unloading and 100% checking 8450 eggs were found broken.

According to Chief Procurement letter No. C/ADM/630/Claims dated 6 March 1963, no claim action has been taken against the carrier as the number of cases received was correct and the nature of the consignment was perishable.

The Board noted that the loss was due to bad handling in transit and as it was not possible to effect any claim action, recommended that ONUC records be adjusted to reflect the loss of fresh eggs valued at \$338.

Case No. ONUC/SB/803. Discrepancy Report No. DR/LS/202 dated 30 November 1962 - loss of 263 lbs lamb non-halal and 355 lbs of mutton halal due to shrinkage

A consignment of 1137 carcasses (49,560 lbs) of lamb non-halal and 126 carcasses (4,764 lbs) of mutton halal was shipped for United Nations, New York, from Cape Town, against shipping authorisation Bill No. F 9544 of 18 October 1962. The consignment arrived at ONUC Base Supply Depot on 14 October, having been despatched from Matadi - by ordinary wagons.

On unloading, the consignment was examined by the Food Hygiene Officer, who found the meat defrozen, and at his request it was removed to the freezer without being weighed. After one month the consignment was weighed and the loss of 1263 lbs of lamb non-halal and 355 lbs of mutton halal was ascertained. The loss was due to shrinkage as a result of defreezing.

The Board noted that according to Chief Procurement Officer's letter No. C/ADM/630/Claims dated 6 March 1963, no claim action has been taken against the carrier due to the following reasons:

- a) the number of carcasses received was correct
- b) the use of ordinary wagons was authorised by ONUC
- c) the nature of the consignment was perishable

The Board recommended that ONUC records be adjusted to reflect the loss of lamb and mutton valued at \$318.51.

Case No. ONUC/SB/804. ONUC 8410, Bedford, ONUC-owned, driven by Pte. Ajayi Kurminbi (Nigerian, 1 QONR), Luluabourg, 13 March 1962, 1445 hours

As the ONUC driver was making a right hand turn into a major road, he collided with a civilian vehicle coming from the left. The



estimated cost of repairing the ONUC vehicle was 4,722 CF. The insurance company will cover the claim of the third party.

The Board, on the basis of the case file, considered that the ONUC driver was to blame for the accident. It was recommended that the case be referred to New York for consideration of the possible recovery of the cost of repairs from the Nigerian Government.

Case No. ONUC/SB/805. ONUC 7864, Mercedes truck, ONUC-owned, driven by Pte. A. Sidiki (Sierra Leonean), Kitona Base, 20 April 1962, 0115 hrs

As the ONUC driver dipped his lights on approaching a roundabout, they went out, his vehicle hit the concrete and a tyre blew out. The estimated cost of repairing the vehicle was 17,300 francs.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident, although the failure of his lights at the time of passing the traffic circle contributed greatly to the incident. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Government of Sierra Leone (17,300 C.frs).

Case No. ONUC/SB/806. ONUC 1811, Fargo 1-ton, ONUC-owned, driven by Cpl. Kjoerlaug Ivar (Norwegian Air Supply, N'djili), Leopoldville, 29 April 1962, 0400 hours

The ONUC driver was proceeding at 70 kph. On approaching an intersection, in order to avoid hitting three pedestrians who were blocking the road, he swerved sharply left and lost control of his vehicle which ran into a ditch. The estimated cost of repairing ONUC 1811 was 29,550 francs.

The ONUC driver could not produce his driver's licence as it had allegedly been stolen from him in Kamina. On the basis of the Military Police report, the Board agreed that the ONUC driver was responsible for the accident as he failed to control his vehicle at a speed not in keeping with his depth of vision. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs from the Norwegian Government.



Case No. ONUC/SB/807. ONUC 1074 (old No. 118), VW bus, ONUC-owned, driven by Pte U. Cangelmi (Italian, 119 Squadron, ATB, N'djili), Leopoldville, 12 November 1961, 1410 hours

A civilian vehicle coming from the opposite direction suddenly skidded, crossed over into the ONUC driver's lane of traffic and hit the ONUC vehicle. The insurance company was unable to recover any cost of damage from the third party as he has now left Leopoldville and cannot be traced.

By memo HQ ONUC(LOGS) 541-EME of 21 June 1962 the Chief Logistics Officer indicated that the vehicle was beyond economical repair and recommended that it be written off.

On the basis of the Military Police report, the Board agreed that the civilian driver was to blame for the accident. The Board recommended that vehicle ONUC 1074 (old No. 118) VW bus, chassis No. 603502, engine No. 3434430, cost \$1,900, be cannibalized and written off according to the request made by the Chief Logistics Officer.

Case No. ONUC/SB/808. ONUC 4011, Chevrolet truck, ONUC-owned, driven by Sgt Kjeld Rasmussen (Danish, Medical Team), Leopoldville, 13 April 1962, 2245 hours

In an attempt to make a sharp turn to park his vehicle, the ONUC driver crashed through a wall. The estimated cost of repairing the ONUC vehicle was 8,282 francs. The insurance company would not cover the damage to the wall as this was ONUC property.

It is noted that the ONUC driver was on an unauthorised trip and that he had no driver's licence. On the basis of the Military Police report the Board agreed that the ONUC driver was to blame for the accident as he did not have control of his vehicle. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of:

- 1) the cost of damages to the vehicle (8,282 francs)
- 2) the cost of damage to the wall (5,974 francs)

from the Danish Government.



Case No. ONUC/SB/809. ONUC 4002, Chevrolet truck, ONUC-owned, driven by Pte Kjell Persson (Swedish, 14th Swedish Bn), Leopoldville, 6 May 1962, 0330 hours

The ONUC driver failed to yield right of way to a civilian vehicle which struck the ONUC vehicle. The estimated cost of repairing the ONUC vehicle was 22,544 CF. The Chief Logistics Officer authorised the repairs on 24 May 1962 (HQ ONUC (LOGS) 541-EME). The insurance company paid 77,077 CF to the third party.

The Board, on the basis of the Military Police report, agreed that the ONUC driver was to blame and recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (22,544 CF) from the Swedish Government.

Case No. ONUC/SB/810. ONUC 1518 (369K), VW car, ONUC-owned, driven by Benzidi Khemais (WMO) and ONUC AB 809, Willys Jeep, property of Indian Contingent, driven by Captain Valu Singh (Indian, Reg.No.2846 613), Elisabethville, 8 May 1962, 1945 hours

The driver of ONUC AB 809, in an attempt to pass a parked vehicle, crossed into its left hand lane and collided with ONUC 1518 (369K) coming from the opposite direction. The estimated cost of repairing ONUC 1518 (369K) was 9,719 KF and that of repairing ONUC AB 809 was 150 KF.

The Board agreed with the opinion of the Deputy Provost Marshal that the driver of ONUC AB 809 was to blame for the accident. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (9,869 KF) from the Indian Government.

Case No. ONUC/SB/811. ONUC 1301, VW pick-up, ONUC-owned, driven by Sepoy Sardar Chand (Indian, 152 General Hospital), Leopoldville, 11 May 1962, 0715 hours

The ONUC driver applied the brakes before attempting a left hand turn and lost control of the vehicle which overturned. The Board noted that:

- 1) the estimated cost of repairs to ONUC 1301 was 1200 CF
- 2) the ONUC driver took the vehicle on the orders of MT/NCO L/NK Joseph but against the instructions of the MTO
- 3) A court of Inquiry assessed blame to the ONUC driver and MT/NCO L/NK Joseph for the accident



- 4) the Force Commander agreed with the Court of Inquiry and ordered that disciplinary action be taken against the offenders

The Board agreed that the ONUC driver was to blame and recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering the sum of 1,200 CF from the Indian Government.

Case No. ONUC/SB/812. ONUC 3507, Landrover, ONUC-owned, driven by Pte Mohd Zaidi bin Haji Sidek (Malayan HQ Coy 7 R), Bukavu, 16th April 1962, 1145 hours

When attempting to turn left into the main road, the ONUC driver lost control of the vehicle which skidded on the wet road, and crashed against a lamp post.

By memo of 12 July 1962 (HQ ONUC (LOGS) 4611/21-EME) the Chief Logistics Officer indicated that the vehicle was considered beyond economical repair and he recommended that it be written off. The Board agreed with the opinion of the Brigade Commander that the ONUC driver was to blame for the accident. It was noted that disciplinary action was taken against him. It recommended that:

- a) ONUC 3507, Landrover 1958, chassis No. 142900326, engine No. 151903682, cost \$2500, be cannibalized and written off, as recommended by the Chief Logistics Officer
- b) the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of the vehicle from the Malayan Government.

Case No. ONUC/SB/813. ONUC 368, Peugeot, ONUC-owned, driven by Hans Laderach (International staff), 16 November 1962, 1500 hours (Léo)

The ONUC driver collided with a civilian truck while attempting to overtake as the latter executed a left turn. The Board noted that:

- a) under the Congolese Code de la Route the civilian driver should have ensured that the road behind was clear before making the turn whether or not a signal had been given
- b) the estimated cost of repairing the ONUC vehicle is 18,580 CF
- c) the insurance company is endeavouring to recover the cost of repairs from the civilian driver but it is noted that recovery will be almost impossible due to the fact that the Congolese Police report misrepresents the facts of the accident
- d) Mr Laderach had been involved in a minor accident a few days earlier. He was considered to be not to blame in this instance and the vehicle was repaired at ONUC garage at no cost.



e) the DPM has not rendered an opinion.

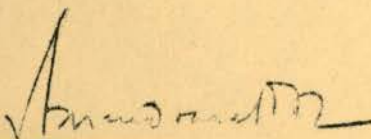
The Board considered that although the civilian driver was mainly to blame the ONUC driver should have exercised greater caution when overtaking and recommended that he be assessed 1280 CF towards the cost of repairs.


Case No. ONUC/SB/814. ONUC 353, Peugeot, ONUC-owned, driven by Jean Kapena (Congolese local employee) and ONUC 344, Peugeot, driven by Johann Van Oijen (International staff), Leopoldville, 28 February, 1962, 0845 hours

As the driver of ONUC 353 was backing from the parking area at the Royal he struck vehicle 344. The estimated cost of repairing ONUC 353 was 800 CF and that of repairing ONUC 344 was 1400 CF.

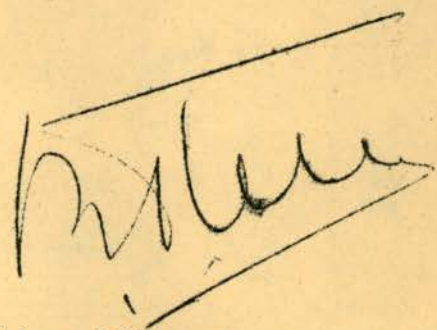
The Board agreed with the Provost Marshal that the driver of ONUC 353 was to blame for the accident, as he did not exercise sufficient caution when backing his vehicle. It was recommended that he be fined 200 CF.

The meeting rose at 5.30 p.m. daily.

  
Chairman

  
Acting Secretary, Property Survey Board

Approved:

  
Chief Administrative Officer



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ONUC  
LEOPOLDVILLE

ONUC LOCAL SURVEY BOARD  
Minutes of 41st Meeting

Held on 25/26/27/28 February 1963

PRESENT:

Mr N. Madan, Senior Administrative Officer (Chairman)  
Mr D. Eldred, Audit and Inspection Service  
Lt Col Lindeblad, Judge Advocate General  
Mr Z. Marcella, Legal Adviser  
Mr N. Wasser, Transport and Communications  
Mr H. Cross, Acting Secretary, Property Survey Board

The meeting convened daily at 4.30 p.m. in room 612, Royal.

The Board examined 22 cases and made the following recommendations.

Case No. ONUC/SB/734. ONUC 2217, Willys Jeep, ONUC-owned, driven by Cpl. G.A. Taylor (Canadian Signals), Stanleyville, 30 January 1962, 2130 hours

The ONUC vehicle was forced off the road by a civilian car coming from the opposite direction, while the latter was attempting to overtake another vehicle. The estimated cost of repairing ONUC 2217 was 46,719 CF. It is noted that the civilian driver being unknown, the insurance company was unable to recover costs of damage. The Board noted that apart from the Military Police report, no Court of Inquiry had been held.

The Board agreed with the Deputy Provost Marshal that the ONUC driver was not to blame for the accident and considered that there was no alternative but to recommend that the cost of repairs (46,719 CF) be absorbed by ONUC.

Case No. ONUC/SB/735. ONUC 313, Peugeot, ONUC-owned, assigned to Naomi Osborne (International staff), Leopoldville

Vehicle ONUC 313 was assigned to Naomi Osborne. On her departure from the Congo on 21 June 1962, and before the vehicle was reassigned to the pool of the Local Transportation Unit, it was sent to the garage for maintenance and servicing. The cost of repairing vehicle ONUC 313 is 3,981 francs.



Since the vehicle had been used by other members of the Civilian Personnel Section over a period of eighteen months, the Board recommended that the cost of repairs be considered an operational expense and that they be absorbed by ONUC (3,981 francs).

Case No. ONUC/SB/736. ONUC 301, Peugeot, ONUC-owned, presumed to have been driven by Sgt. Tahar Chedley (14th Tunisian Bn), Leopoldville, 21 January 1962, 0320 hours

From the Military Police report the Board noted that:

- a) the ONUC vehicle was damaged beyond economical repair
- b) no third party involved
- c) no Court of Inquiry was held
- d) a Congolese national assigned by ONUC to drive the vehicle was in the car, asleep, and that the Military Police have established through investigation that the vehicle was probably driven by a Tunisian, Sgt Tahar. The Military Police base this on the fact that Sgt. Tahar had injuries to the chest consistent with having been thrown against the steering column
- e) damage to the vehicle was consistent with that of a vehicle travelling fast
- f) although the accident occurred on 21 January 1962 the Military Police were unable to finalise their report until 20 March 1962. This the Military Police state was occasioned by the great difficulty that they experienced in obtaining information from the Tunisian Bn, and in handling the untrue statements that had been made.

The Board agreed that the ONUC driver was to blame for the accident in that he had been grossly negligent in the handling of his vehicle.

The Board recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering the cost of the vehicle, US \$2,580, from the Tunisian Government. The Board further recommended that the vehicle ONUC 301, Peugeot, chassis No. 56448, engine No. 2857673, cost \$2,580, be cannibalized and written off as recommended by the Chief, Transport and Communications Unit.



Case No. ONUC/SB/737. ONUC 58, Ford Fairlane, ONUC-owned, driven by Sgt A. Simur (Ethiopian, 2nd Tekil Brigade), Leopoldville, 22 February 1962

The ONUC vehicle was damaged while parked in the Royal parking area while the driver was absent. The estimated cost of repairs at the time of the accident, was 3,450 CF. It is noted that vehicle ONUC 58 was assigned to Major General M. Iyassu (Military Adviser to the Congolese Government) and that Sgt A. Simur was his driver. The driver stated that he was not aware of the necessity to report the accident to the Military Police although he had reported it to ONUC Transport.

The Board agreed that the ONUC driver could not be held responsible for the accident. It felt there was no alternative but to recommend that ONUC absorb the cost of repairs (3,450 CF).

Case No. ONUC/SB/738. ONUC 2123 (old No 140),  $\frac{1}{4}$ -ton Willys Jeep, ONUC-owned, driven by Johan Witbaard (ICAO) and ONUC 2140,  $\frac{1}{4}$ -ton Willys Jeep, ONUC-owned, driven by W/O Kurt Rosendahl (Swedish Movement Control, Camp St. Louis), Luluabourg, 16 February 1962, 0300 hours

ONUC vehicle 2123 while travelling on the Luluabourg Airport road slowed down and was struck by ONUC 2140. The driver of ONUC 2123 stated that he was blinded by the reflection of light in his mirror from the lights of ONUC 2140.

The Board noted that:

- a) the estimated cost of repairing ONUC 2123 was 29,580 CF and that of ONUC 2140 was 17,600 CF, a total of 47,180 CF
- b) the Military Police report stated that both drivers were on a recreational trip and that they had both left a bar. The time was 0300 hours
- c) the Deputy Provost Marshal considers that the driver of ONUC 2140 was to blame for the accident
- d) no third party was involved
- e) no Court of Inquiry was held

The Board agreed the driver of ONUC 2140 was to blame for the accident and that he had been negligent in the handling of his vehicle. The Board recommended that the case be referred to UN Headquarters, New York, for consideration of the possibility of recovering the total cost of repairs (47,180 CF) from the Swedish Government.



Case No. ONUC/SB/739. ONUC 1729, Willys Jeep, ONUC-owned, driven by Pte Adane Guangul (Ethiopian 8th Bn), Stanleyville, 13 February 1962, 0900 hours

The ONUC driver crashed into a road block.

The Board noted that:

- a) the estimated cost of repairs was 7125 CF
- b) no third party was involved
- c) the Military Police considered that the ONUC driver was to blame
- d) the Court of Inquiry blamed the driver for the accident
- e) the Brigade Commander endorsed the findings of the Court

The Board agreed that the driver was to blame in that he had been grossly negligent and recommended that the case be referred to New York for consideration to be given to the possibility of recovering the cost of repairs from the Ethiopian Government.

Case No. ONUC/SB/740. ONUC 3150, UNICEF Willys station wagon, driven by Dr. Sturzenegger (WHO), Niangara-Paulis road when he lost control of his vehicle which went off the road into a ditch.

The Board noted that:

- a) the estimated cost of repairs to the ONUC vehicle was 7937 CF
- b) there were two non-authorized passengers in the vehicle who sustained slight injuries. No claim has been made by the passengers against ONUC
- c) the Military Police consider the ONUC driver to be at fault

The Board agreed that the ONUC driver was to blame in that he had been negligent in the handling of the vehicle and recommended that he be assessed 3,840 francs towards the cost of repairs.

Case No. ONUC/SB/741. ONUC LE 8241, Land Rover, Contingent-owned, driven by Pte M. Bakare (7th Nigerian Police), Leopoldville, 3 February 1962, 1130 hours

The ONUC (Contingent) vehicle was travelling on Boulevard Albert when at the intersection in the Avenue Josephine Charlotte he was struck by a civilian vehicle which failed to yield right of way.



The Board noted that:

- a) the cost of repairing the ONUC (Contingent) vehicle was 14,748 CF
- b) due to the time lapse between the accident and the submission by the Nigerian Police Transport Officer of the estimate for repairs, a time lag of four months, the insurance company had not been able to recover the cost of repairs from the third party
- c) no Court of Inquiry was held
- d) the Military Police consider the civilian driver to be at fault

The Board agreed that the ONUC (Contingent) driver was not to blame. The Board recommended that as the Nigerian Contingent had been late in submitting an estimate, thereby precluding the possibility of the Insurance Company recovering from the third party, the case should be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering the cost of repairs from the Nigerian Contingent.

Case No. ONUC/SB/742. ONUC 698, VW car, ONUC-owned, driven by Pte. N. Anderson (Swedish Battalion), Leopoldville, 24 January 1962, 1535 hours

The ONUC driver was overtaking a civilian bus when the bus, without warning, moved to the left. A collision resulted. The Board noted that:

- a) the cost of repairing the ONUC vehicle was 9,483 CF
- b) the Insurance Company has not been able to recover the cost of repairs from the third party
- c) no Court of Inquiry was held
- d) the Military Police consider the civilian driver to be at fault

The Board agreed that the ONUC driver was not to blame and there was no alternative but to recommend that ONUC absorb the cost of repairs.

Case No. ONUC/SB/743. ONUC 3091, Willys Jeep, ONUC-owned, driven by S/Sgt Bedwedib Drissa (Ethiopian Bde HQ), Stanleyville, 2 March 1962, 1100 hours

The ONUC driver took the vehicle without authorisation. It is noted that he had no driving licence and no driving experience. He struck a termite hill and damaged the vehicle.



The estimated cost of repairing ONUC 3091 was 7,210 CF

A Court of Inquiry was held to investigate the accident. It is noted that disciplinary action was taken against the ONUC driver. On the basis of the evidence, the Board agreed that the ONUC driver was to blame for the accident. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (7,210 CF) from the Ethiopian Government.

Case No. ONUC/SB/744. ONUC 3084, Willys Jeep, ONUC-owned, driven by M/Sgt J.B. Joensson (Danish, Movement Control), Albertville, 1 March 1962, 0720 hours

The ONUC driver was travelling at a speed considered to be too fast for road conditions. The front spring of his vehicle broke and the vehicle ran into a ditch. The estimated cost of repairing ONUC 3084 was \$21.15. A Court of Inquiry was held and the Court found that the road condition was to blame for the accident, not the driver. The Board noted, however, that the Sector Commander and Force Commander disagreed with the Court and assessed blame to the driver.

The Board agreed with the opinion of the Sector Commander and the Force Commander and recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (\$21.15) from the Danish Government.

Case No. ONUC/SB/745. ONUC 674, VW car, ONUC-owned, driven by Sqn/Ld H.S. Chawla (Indian Air Operations), Leopoldville, 1 March 1962, 0700 hours

The ONUC driver had parked his vehicle in the garage of his villa overnight. The following morning he found that a pillar of the garage had apparently been knocked over by an unknown vehicle and fallen on the vehicle, causing damage to the hood. The estimated cost of repairing ONUC 674 is 1,298 francs.

On the basis of the Military Police report, the Board agreed that the ONUC driver was not to blame for the accident. The Board recommended that ONUC absorb the cost of repairing ONUC 674 (1,298 francs).



Case No. ONUC/SB/746. ONUC 8320, Bedford, ONUC-owned, driven by Pte. Daniel Peter (Liberian Contingent), Luluabourg, 23 February 1962, 0630 hours

As the ONUC driver approached a traffic circle, he cut left across the circle instead of circling right and collided with a civilian vehicle. The estimated cost of repairing the ONUC vehicle was 3,780 francs. The Insurance Company will cover the claim of the third party.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident. It was recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (3,780 francs) from the Liberian Government.

Case No. ONUC/SB/747. ONUC 226, Opel Record, ONUC-owned, driven by Subedar Yousaf Mohammad (Pakistan Ordnance Company), Leopoldville, 6 March 1962, 1000 hours

Vehicle ONUC 226 was damaged in the parking area of the Royal building. The estimated cost of repairing the ONUC vehicle was 4,564 CF. Based on the Military Police report, the Board agreed that as the driver responsible for the accident was unknown, there was no alternative but to recommend that the cost of repairs (4,564 CF) be absorbed by ONUC.

Case No. ONUC/SB/748. ONUC 8351, Bedford bus, ONUC-owned, driven by M. Malobombili (Congolese local employee), Leopoldville, 6 March 1962, 1200 hours

The ONUC vehicle was hit by a civilian vehicle when the latter attempted to pass on the right. The cost of repairing ONUC 8351 (4,700 CF) was recovered by the insurance company.

Based on the Military Police report, the Board agreed that the ONUC driver was not to blame for the accident.



Case No. ONUC/SB/749. ONUC 1008, VW bus, ONUC-owned, driven by Joseph Egbango (Congolese local employee), Leopoldville, 7 March 1962, 0630 hours

The ONUC driver without a signal, suddenly turned left into a side street. A civilian vehicle, which was attempting to overtake the ONUC vehicle, braked but failed to avoid a collision. The estimated cost of repairing the ONUC vehicle was 2,135 frs. The insurance company was notified.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident, as he attempted to turn left while he was being overtaken. The Board recommended that he be assessed 200 CF.

Case No. ONUC/SB/750. ONUC 1059, VW bus, ONUC-owned, driven by Paul Mbenba (Congolese local employee) and ONUC 665, VW car, ONUC-owned, Leopoldville, 7 March 1962, 0820 hours

The driver of ONUC 1059 hit parked vehicle ONUC 665. The estimated cost of repairing ONUC 665 was 2,966 francs. No estimate of repairs was provided by DIFCO for vehicle ONUC 1059, as it was traded in against a new one (SB Case No. 648).

On the basis of the Military Police report the Board agreed that the driver of ONUC 1059 was to blame for the accident. It was recommended that he be assessed 300 CF.

Case No. ONUC/SB/751. ONUC 65, Ford Fairlane, ONUC-owned, driven by Zephirin Masamba (Congolese local employee), Leopoldville, 10 March 1962, 2000 hours

The ONUC driver struck a cement block causing damage to his vehicle. The estimated cost of repairing the ONUC vehicle was 4,814 francs. In the opinion of the Deputy Provost Marshal, the ONUC driver was to blame for the accident as he attempted to pass a parked car without checking the clearance.

The Board agreed with the opinion of the Deputy Provost Marshal and recommended that the ONUC driver be assessed 500 CF.



Case No. ONUC/SB/752. ONUC 2215, Willys Jeep, ONUC-owned, driven by Cpl. R.B. Jewkes (Canadian Signals), Luluabourg, 18 March 1962, 0045 hours

The ONUC driver was proceeding on the road from St. Louis to Luluabourg when, rounding a curve, he lost control of the vehicle which slid down an embankment into a ditch and turned over. It is noted that in the opinion of the Commander of Lulu Det. 57 Canadian Signal Unit, the accident was considered to have been caused by impaired driving, but there were mitigating circumstances inasmuch as the ONUC driver had been under pressure of work. The estimated cost of repairing ONUC 2215 was 19,500 francs.

It is noted that the ONUC driver was tried by a summary Court. He was fined \$15 and was prohibited from driving a vehicle whilst stationed in Lulu. The Board agreed that the driver had been negligent and recommended that the case be referred to UN Headquarters, New York, for consideration of the possible recovery of the cost of repairs (19,500 francs) from the Canadian Government.

Case No. ONUC/SB/753. Disposal of ham and bacon declared unfit for ONUC Military consumption by the Food Hygiene Officer, Elisabethville

A quantity of 9,900 lbs of smoked bacon and 7,900 lbs of smoked ham procured in Rhodesia was declared unfit for consumption by ONUC personnel on arrival at the Supply Depot in Elisabethville. The certificate of unfitness was signed by the ONUC Food Hygiene Officer.

The Board noted that:

- a) the referenced consignment was despatched by rail on 21/4/62 from Salisbury and was scheduled to arrive in Elisabethville on 26/4/62. Rhodesian Railways confirm that the wagon cleared their system at Sakania as scheduled on 25 April 1962 but was not off-loaded into the cold storage in Elisabethville until 7 May 1962
- b) the wagon arrived at Elisabethville on 28 April 1962
- c) instructions were issued to BCK to spot the wagon on the 30 April 1962 (Monday) on Elakat's junction-line
- d) Tuesday, 1 May 1962, was a holiday
- e) the ONUC Traffic Officer, according to his statement of 24 July 1962, states that various contacts were made with BCK to expedite the spotting of the wagon, but this was not accomplished until the afternoon of Saturday, 5 May 1962, when the Supply Depot Commander, Major D. Singh, was advised of the arrival. At the same time 20 blocks of ice were put into the wagon to prevent deterioration of the consignment



- f) discharge operations were not commenced until 7 May 1962
- g) the Supply Depot Commander was not prepared to accept the consignment because of its condition and informed the Food Hygiene Officer who condemned the consignment
- h) the vendor refused to accept responsibility for the condition of the consignment as the wagon was not discharged until two weeks after its scheduled date
- j) the C. and F. Elisabethville was as follows:

Bacon smoked	9,900 lbs at \$0.44 per lb	\$4,356.00
Ham smoked	7,900 lbs at \$0.57 per lb	<u>\$4,503.00</u>
	Total	<u>\$8,859.00</u>

- k) attempts were made to dispose of the consignment by sale locally and the two following offers were received:
  - (i) Elakat Cold Storage, Elisabethville, at 45 francs per kilo f.o.b. their installations
  - (ii) Congofrigo, Leopoldville, at 70 francs per kilo C. and F. N'djili Airport

The offer from Congofrigo was accepted and a total was turned over of 14,340 lbs.

- l) the total net weight of ham and bacon shipped by the Vendor was 17,788 lbs. Therefore a quantity of 3,448 lbs was deficient. The actual loss by shrinkage or other causes cannot be ascertained as the consignment was not weighed on receipt at Elisabethville.

The Board agreed that due to the extremely difficult political situation in Elisabethville in May of 1962, there were extenuating circumstances as far as the delay was concerned in opening the wagon for unloading and the Board recommended that ONUC records be adjusted to reflect the loss of bacon and ham valued at \$1,743.10.

Case No. ONUC/SB/754. Deficient equipment in Military accommodation at Limete

The undermentioned 8 villas were formerly occupied by the Brazilian contingent ATB for the period Jan/Feb 1962 to August 1962:



Landlords' contract numbers and  
addresses of the villas

Periods of occupation

LV/1	Avenue Hortensias	481	Feb 3rd 1962 to Aug 7th 1962
LV/3	Avenue Ixoras	129	Feb 3rd 1962 to Aug 7th 1962
LV/6	Avenue Zinnias	554	Feb 1st 1962 to Aug 7th 1962
LV/7	Avenue Zinnias	181	Feb 28th 1962 to Aug 8th 1962
LV/23	Avenue Zinnias	325	Feb 5th 1962 to Aug 8th 1962
LV/40	Blvd. Leopoldville III	1609	Feb 1st 1962 to Aug 10th 1962
LV/77	Avenue Zinnias	172	Jan 24th 1962 to Aug 8th 1962
LV/86	Avenue Zinnias	312	Jan 25th 1962 to Aug 8th 1962

The Board noted that:

- a) the average time of occupancy is 6 months per villa
- b) the handing/taking over inventories signed by the occupans reveal discrepancies, deficient or beyond repair amounting to \$361.34
- c) leases and agreements require ONUC to make good such discrepancies

The Board recommended that the case be referred to UN Headquarters, New York, for consideration to be given to the possibility of recovering an amount of \$298.08 from the Brazilian Government, being the amount reimbursed to the owners less 20% for normal fair wear and tear.

Case No. ONUC/SB/755. Damages to villa located at No. 135 Avenue Engels - Congobeton, Leopoldville

The villa located at No. 135 Avenue Engels, Leopoldville, was occupied by the following military units:

- a) Malayan Special Force, NCO Mess - from 12 December 1960 until 18 April 1961
- b) Liberian Frontier Force - from 27 April 1961 until 6 May 1961
- c) Brigade Tunisienne - from 8 May 1961 until 3 August 1961
- d) Swedish Bn - from middle of August 1961 until the end of September or the beginning of October 1961

The Board noted that:

- a) damages to, and loss of, property etc. amounted to 30,000 Belgian francs (US \$600)
- b) based on the recommendation of the Chief Accommodation Officer, the Chief Finance Officer reimbursed Societe Congobeton in that sum

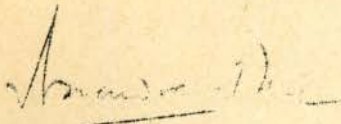


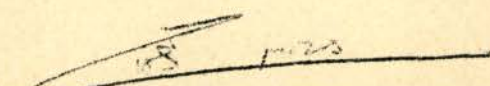
c) no damage was caused by the Liberian Contingent

The Board recommended that the case be referred to UN Headquarters, New York, for consideration to be given to recovering the amounts as stated from the Contingents' Governments. Damages have been assessed, based on the "in" and "out" handover statements:

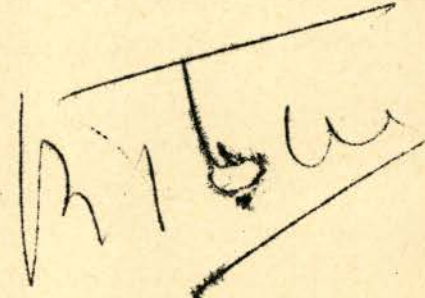
Malayan Special Force	U.S.	\$120.00
Tunisian Brigade	"	330.00
Swedish Bn.	"	150.00

The meeting rose at 6.00 p.m. daily.

  
Chairman

  
Acting Secretary, Property Survey Board

Approved:

  
Chief Administrative Officer



ROUTING SLIP

Discussed by the  
board on 28/1

TO

Mr. Marcella Room 631

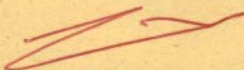
Room 28/1

APPROVAL		NOTE AND RETURN
SEE ME PLEASE		YOUR COMMENTS
YOUR SIGNATURE		YOUR INFORMATION
NOTE AND FILE		FOR ACTION

Survey Board at  
1630 hours Jan 28

DATE

FROM





Case No. \_\_\_\_\_ ONUC 8392, Bedford, ONUC-owned, driven by  
Sgt A.N. Varma (Indian, 5 Canberra Squadron  
Detachment), Leopoldville, 21 March 1962,  
1415 hours

As the ONUC driver was approaching a curve on Ave Kabinda,  
he swerved to the right to avoid a vehicle coming from the other  
direction. The right wheels of the vehicle went off the road.  
The ONUC driver lost control of the vehicle which overturned. The  
accident was fatal to one of the 24 occupants of the vehicle and  
caused injuries to 18 others.

By a memo dated 10 May 1962 the Chief Logistics Officer  
indicated that vehicle ONUC 8392 was beyond economical repair  
and recommended that it become cannibalized. On the basis of the  
Military Police report and of the orders of the Force Commander, the  
Board agreed that the ONUC driver was to blame for the accident as  
he did not have control of his vehicle in keeping with its speed and  
load. It is noted that disciplinary action was to be taken against  
him. The Board recommended that:

- (a) the case be referred to UN Headquarters, New York, for  
consideration of the possible recovery of the vehicle (\$6000)  
from the Indian Government;
- (b) vehicle ONUC 8392, Bedford, 3-ton, 4x4, chassis No J5L03/  
92574, engine No J4/5/6384391, be cannibalized and written  
off as recommended by the Chief Logistics Officer.

*sent to Ind Pers for clarification of F.C.'s  
ruling*



Case No \_\_\_\_\_ ONUC 3196, UNICAF station wagon, driven by  
Dr Jean G. Gabriel (WHO), Matadi, 10 November  
1961, 1430 hrs

As the ONUC driver was proceeding on the road from Boma  
to Matadi he lost control of his vehicle on the slippery road  
and the vehicle fell into a ditch.

The estimated cost of repairing the ONUC vehicle was  
19,625 C.frs.

On the basis of the Military Police report, the Board  
agreed that the ONUC driver was to blame for the accident as  
he did not have full control of his vehicle and was travelling  
too fast for road conditions. It was recommended that he be  
assessed 9,813 C.frs towards the cost of repairs, the balance  
~~to be charged to the Congo Fund.~~

*cfm 6,400*



Case No.          ONUS 3171, Willys Jeep, UNICAT owned, driven  
by Dr. Irasque (WHO), Stanleyville, 12 March  
1962, 1330 hours

The ONUS driver was proceeding on the road from Stanleyville  
to Bafwacende under very bad road and weather conditions. In an  
attempt to avoid a pool of water, the ONUS driver swerved to the  
right; he lost control of the vehicle which skidded and overturned.

The estimated cost of repairing the ONUS vehicle was  
21,845 C.frs.

The Board agreed with the opinion of the Deputy Provost  
Marshal that the ONUS driver was to blame for the accident although  
it occurred during adverse road and weather conditions. It was  
recommended that he be assessed 10,923 C.frs towards the cost of  
repairing the ONUS vehicle, the balance to be charged to the  
~~Contingency Fund.~~

U.K.



Case No \_\_\_\_\_ ONUC 3220, WHOLEY Willys Station Wagon,  
Driven by Mr J. Mares (WHO), Kakonge, 27 March  
1962, 1620 hours

The ONUC driver stated that as he was proceeding on the road from Mweha to Kakonge, the vehicle swerved abruptly to the left after it bumped into a rut caused by heavy rains. The driver lost control of the vehicle which overturned when it hit the embankment.

It is noted that the Provost Marshal abstained to make an assessment of responsibility as the accident was not investigated by the Police.

The Chief Logistics Officer considered that vehicle ONUC 3220 was beyond economical repair and recommended, by memo HQ ONUC (1083) 311/36 of 12 June 1962, that it be cannibalized and written off.

On the basis of the evidence, the Board agreed that the ONUC driver was to blame for the accident as he did not exercise the caution required by unfavourable road conditions. It was recommended that:

- (a) he be assessed 15,000 U.S. towards the cost of the vehicle, ~~the balance to be charged to the Conge funds~~
- (b) vehicle ONUC 3220, Willys Jeep, 1-ton, 4x4, 6-226, station wagon, chassis No 34168-53909, engine No 3764146396, cost \$3000, be cannibalized and written off as proposed by Chief Logistics Officer.

Charged 16,000 /-  
( \$250.- )



Case No \_\_\_\_\_ ONUC 1521 (No 266D), VW car, ONUC-owned,  
driven by E.P. Verbrugghe (International  
Staff) and ONUC 1505 (No 117F), VW car,  
ONUC-owned, driven by A.G. Sale (International  
Staff), Miesabethville, 15 April 1962, 1830  
hours

As the driver of ONUC 1521 was proceeding on Ave Stanley  
and approaching the intersection with Ave Sato, vehicle ONUC  
1505 was coming from the left. Having right of way, the driver  
of ONUC 1521 did not attempt to slow down and a collision  
occurred.

The estimated cost of repairing ONUC 1521, was 19,842  
C.frs and that of repairing ONUC 1505 was 29,286 C.frs.

In the opinion of the Provost Marshall both drivers are  
to blame for the accident: the driver of ONUC 1505, as he did  
not yield right of way to the car approaching the intersection  
from the right; the driver of ONUC 1521 as he placed himself  
on the path of a car on the assumption that "being in the right"  
he would have full access to the route. The Board agreed with the  
opinion of the Provost Marshall and recommended that each driver  
be assessed 15,000 C.frs towards the cost of repairs of the  
ONUC vehicles.

6.400 → 1521  
12.886 → 1505



Case No \_\_\_\_\_ ONUC 986, VW car, ONUC-owned, driven by  
Hansen Guanane (1340) Stanleyville, 21 July  
1962, 2130 hours

The ONUC driver was proceeding on the airport road. He missed a curve and lost control of his vehicle which fell into a ditch. The Military Police failed to take action following a report made on 22 July by the dispatcher of ONUC garage who had noticed the vehicle heavily damaged on the road. As a consequence the vehicle was stripped of its battery and four wheels.

In the opinion of the Deputy Chief of Mission and of the Transport Officer, Stanleyville, the <sup>estimated</sup> cost of repairs (13,112 C.frs) and of replacing the stolen parts (21,820 C.frs) would not be economical. They recommended that it be cannibalized and written off, and that serviceable parts and components be used by ONUC workshop.

On the basis of the evidence, the Board agreed that the ONUC driver was to blame for the accident as he did not exercise sufficient caution when driving at night. It was recommended that he be assessed 6,556 C.frs, i.e. 50% of the damage he caused. The Board further recommended that vehicle ONUC 986, VW car, Chassis No 1328167, engine No 1391832, cost \$1,500, be cannibalized and written off as recommended by the Deputy Chief of Mission, Stanleyville.

8000 -- <sup>frs</sup> ( 1500 more for not reporting )



Case No \_\_\_\_\_ ONUC 881 (483W), Ford Anglia, ONUC-owned,  
driven by Somendra Nath Das (International  
Staff), and ONUC 030 Z, Volkswagen, captured  
vehicle, driven by Sep Sharif Singh (Indian,  
1 Dogra), Elisabethville, 21 February 1962,  
1100 hours

As the driver of ONUC 881 (483W) was proceeding on Ave Redjaf  
and was attempting to overtake ONUC 030Z, the latter turned left  
into a secondary street and the vehicles collided.

The estimated cost of repairing ONUC 881 (483W) was 7000 K.frs  
and that of repairing ONUC 030Z was 1,000 K.frs.

On the basis of the Military Police report, the Board agreed  
that the driver of ONUC 030Z was to blame for the accident. ~~The~~  
~~Board recommended that the case be referred to the Force Commander~~  
~~for appropriate disciplinary action.~~ It was further recommended  
that the case be referred to UN Headquarters, New York, for  
consideration of the possible recovery of the cost of repairs of  
both vehicles (8,000 K.frs) from the Indian Government.

B.K.



Case ONUC SH/ ONUC 877. Anglia. ONUC owned  
driven by Albert Schinazi (International Staff)  
Elizabethville, 15th May 1962, 1800 hours.

As the ONUC driver was proceeding on Ave. Kambove, he failed to give right of way to a civilian vehicle coming from the left on the Ave. Churchill which is a priority road.

The cost (estimated) of repairing ONUC 877 was 30,000 francs. The Insurance Company will cover the damage to the third party.

On the basis of the evidence the Board agreed that the ONUC driver was to blame for the accident as he did not yield the right of way to a vehicle proceeding on a major road. The Board recommended that he be assessed 12,800 francs towards the cost of repairing the ONUC vehicle.

12,800 fr.



Case No \_\_\_\_\_ ONUC 725, VW car, ONUC-owned, driven  
by Esher Guizani (International Staff),  
Leopoldville, 2 February 1962, 2300 hours

The ONUC driver stated that as he reached the roundabout on Ave Josephine Charlotte he was dazzled by the lights of a civilian car coming from the opposite direction and he hit the kerbstone.

The vehicle was repaired at a cost of 18,192 francs.

On the basis of the Military Police report, the Board found the ONUC driver responsible for the accident as he was not in control of his vehicle. It was recommended that he be assessed 9,096 ffrs, i.e. 50% of the cost of repairs.

changed 16.000 ffrs  
(\$250. →)



CASE GNUG HB/

GNUG Z 1232, Bedford. Property of Malayan

Special Force, driven by Tpr. Mohamed HASSIN

(Malayan Special Force), Gona, 15th August 1961

1000 hours.

The accident occurred when a convoy was proceeding from Gona to Kassene. As the truck was travelling down a gentle slope in third gear, the GNUG driver lost control; the vehicle skidded and overturned. As a result of the accident, 202881 Tpr. KALI lost his life and 201201 Tpr HASSIN was injured.

A Court of Inquiry was held to investigate the accident. In commenting on the Findings of the Court, the Commanding Officer held it to:

- (a) 30 kph, which had been reduced to 20 kph at the time of the accident, was a reasonable speed.
- (b) The responsibility of the vehicle Commander was not involved
- (c) The accident was due more to the lack of skill of the driver than to his negligence. The Commanding Officer recommended that the GNUG driver pay 40 Malayan dollars. The Brigade Commander agreed with the opinion of the Commanding Officer.

By a memo dated 11th April 1962 (H.Q. GNUG (Logs) 511/21-SME) the Chief Logistics Officer recommended that vehicle Z 1232 be written off and cannibalized and that serviceable components and spare parts be salvaged and the rest be sold as scrap, as repairs were not considered economical.

Taking into consideration the opinion of the Commanding Officer and the Brigade Commander the Board agreed that the driver was



responsible for the accident which caused the loss of life of one member of the Unit and injuries to another. It is noted that disciplinary action was taken against the driver.

The Board recommended:

- (a) that vehicle ONUC 2 1232 Bedford truck, engine No. EL 4611 Chassis No. 140701, be written off and cannibalized as requested by the Chief Logistics Officer
- (b) that any compensation in respect of the vehicle be limited to depreciation in the Congo up to the time of the accident. The Board noted that the truck had done 18,368 miles when the accident occurred.

*sent back to Mil Pers. for opinion of  
Force Commander.*



*Cases considered by Sumner Board on 24/1/63*

CASE NO ONUC/BB\_\_\_\_\_. ONUC 355, Peugeot 403, ONUC-owned, driven  
by Pierre A. INDERWUHLER, (International Staff), Leopoldville, 24 August  
1962, 1400 hrs.

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On approaching an intersection the ONUC driver failed to make a full stop as indicated by a stop sign. Having merely slowed his vehicle he proceeded through and was hit by a civilian vehicle.

The estimated cost of repairing the ONUC vehicle was XI.669 C.F. The Insurance Company will cover the claim from the third party.

On the basis of the Military Police Report, the Board agreed that the ONUC driver was to blame for the accident as he failed to stop at the stop sign and ran into the path of a vehicle approaching on a principal road. The Board recommended that he be assessed 15,000 C.F. towards the cost of repairing the ONUC vehicle.



Case ONUC 38/

ONUC 64, Ford, ONUC owned,  
driven by Guy Langlais (International staff)  
Leopoldville, 4th June 1962, 1800 hours.

The ONUC driver entered into a one way street and he had just arrived in Leopoldville and did not understand the traffic signs. In an attempt to avoid a collision with an oncoming car he swerved right and hit a parked car.

The estimated cost of repairing ONUC 54 is 4,400 francs. The Insurance company was notified.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident and recommended that he be assessed 2,200 francs towards the cost of repairs. The Board further recommended that General Services' responsibility be underscored, as they authorized the use of a vehicle to a staff member who was not qualified to drive in this country, inasmuch as he did not understand the traffic signs.



, SB\_\_\_\_\_. ONUC 778, VW Car, ONUC-owned, driven by  
AMER (Swiss Medical Unit), Leopoldville, 4 June 1962, 17 00 hrs.

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The ONUC driver was backing up in the park area when he struck a stone.

The estimated cost of repairing the vehicle was 2.992 C.F.

On the basis of the Military Police report the Board agreed that the ONUC driver was to blame for the accident.

The Board recommended that he be assessed 1496 C.F. towards the cost of repairs.

50%



Marinus DEN HAAN (ICAO) Leopoldville, 1 October 1962, 0800 hrs.

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The ONUC vehicle was proceeding South on the General Olsen when it was overtaken by a civilian <sup>vehicle</sup> which, cutting very sharply in front of the ONUC vehicle forced the latter to swerve swiftly right where it hit a tree.

The ONUC vehicle was considered damaged beyond economical repair and the Chief of Transport and Communications recommended cannibalisation and write-off.

It is noted that the Insurance Company will unlikely be able to recover any claim from the third party as there is no sufficient proof of his guilt. The Board agreed however with the opinion of the Provost Marshal that

- a) The Civilian driver was to blame for the accident as he cut in too quickly while passing the ONUC vehicle forcing the latter off the road
- b) any amount withheld by the Bank from Mr. DEN HAAN on his departure, in respect of this accident should be reimbursed to him.

The Board felt there was no alternative but to recommend that vehicle ONUC 745, VW car, chassis n° 3 699 533, engine n°5589540, cost S.I.500, be cannibalized and written-off as requested by the Chief of Transport and Communications.



Case No \_\_\_\_\_ ONUC 777, Vw car, ONUC-owned, driven by Edwin Hoffmann (Swiss Medical Team), Leopoldville, 19 March 1962, 2115 hours

The ONUC driver was travelling to Kintambo hospital from Route du camp militaire. He had dimmed his lights as a car was coming from the opposite direction. He felt suddenly he had hit something. As he slowed down and looked back, he saw a Congolese sitting on the side of the road, surrounded by more Congolese. He reached the hospital, 500 meters from the place of the accident, and waited until 1100 hours, expecting that the injured person would be brought in. However, nobody called that night or the following day.

The estimated cost of repairing the vehicle is 7,073 s.frs. The insurance company has been notified.

In the opinion of the Provost Marshal, no assessment of responsibility could be made. The Board felt however that the ONUC driver was not sufficiently cautious when driving at a late hour and recommended that he be assessed 3037 C.frs towards the cost of repairing ONUC 777.



Case No \_\_\_\_\_ ONUC 705, V8 car, ONUC-owned, driven by  
Mrs. P. Howe (International Staff), Leopoldville,  
10 January 1962, 1945 hours

The ONUC driver states that as she was reversing from a parked position in front of her residence, she grazed the right rear fender against the wall.

The estimated cost of repairing the damage to the vehicle was 1,000 C.frs.

The Board agreed with the opinion of the Chief of Military Personnel that the ONUC driver was to blame for the accident as she did not exercise sufficient care in backing the vehicle. It was recommended that she be assessed 500 C.frs towards the cost of repairing vehicle ONUC 705.



Case n°CNUG/BB\_\_\_\_\_. CNUG RNA 64I Landrover, Contingent-owned, driven by Pte Columba IREGBU (4th Bn., QOHR) and CNUG 3164 UNICEF vehicle, driven by Dr. Joseph MARAS (WHO), Lulusabourg, 7 July 1962, 1300 hrs.

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hit

The driver of CNUG RNA 64I was/at an intersection by vehicle CNUG 3164 which was coming from a secondary road.

The estimated cost of repairing CNUG RNA 64I was 2310 CF. CNUG 3164 suffered no damage.

The Deputy Provost Marshal offered no opinion. However on the basis of the case file, the Board agreed that the driver of CNUG 3164 was responsible for the accident as he failed to give right of way to a vehicle coming from his right on a major road. The Board recommended that the driver of CNUG 3164 be assessed 50% of the cost of repairs (1255 CF.).



Case No \_\_\_\_\_ ONUC 639, VW car, ONUC-owned, driven by Miss M. Tabellini (International Staff), and ONUC 2423 Willys Jeep, ONUC-owned, driven by Lt. Col. A. Mittag-Leffler (Swedish Liaison Officer), Leopoldville, 26 February 1962, 1030 hours

The driver of ONUC 639 states that as she was parking *now* in the Royal parking area, she hit ONUC 2423.

The estimated cost of repairing ONUC 639 is 3,555 C.frs. Vehicle ONUC 2423 had no damage.

In the opinion of the Provost Marshal the driver of ONUC 639 was to blame for the accident as she did not exercise sufficient caution when parking her vehicle. The Board recommended that she be assessed 1780 C.frs towards the cost of repairing ONUC 639.



Case ONUC 58/      ONUC 604, VW car ONUC owned  
driven by D.M.H. Vickers (International staff)  
Leopoldville 13th May 1962, 1505 hours.

As the ONUC driver was proceeding to Lac de la Vallée, the zigzagging road, covered by a thick layer of loose sand, caused the ONUC car to slide to the left and strike a civilian vehicle coming from the opposite direction.

The estimated cost of repairing the ONUC vehicle was 4300 GF. The Insurance Company will meet the third party claim.

On the basis of the Military Police report, the Board agreed that the ONUC driver was to blame for the accident as he was travelling too fast for road conditions, and was not in control of his vehicle. It was recommended that he be assessed 2150 GF (50%) towards the cost of repairs of the ONUC vehicle. It was noted that the ONUC driver returned to Headquarters New York on 25th May 1962.

100 %



Case No ONUC SB/                      ONUC RHA 453 Landrover, Contingent  
owned driven by Lt. L.A.Chude Sokel (Nigerian,  
1 QONR) and ONUC 1433, Dodge, ONUC owned driven  
by Dr. Joseph Maras (WHO) Luluabourg 12th May  
1962 , 0920hours.

As the driver of ONUC 1433 was proceeding to the airport, he  
slowed down in the middle of the road to pick up a colleague.  
At that time vehicle ONUC RHA 453 coming at high speed behind,  
hit ONUC 1433.

The estimated cost of repairing ONUC RHA 453 is 7515 GF.  
ONUC 1433 suffered no damage.

The Military Police and a Court of Inquiry investigated the  
accident. The Court, the Commanding Officer and the Brigade  
Commander agreed that both drivers were to blame. It is noted  
that disciplinary action was taken against Lt. L.A.Chude Sokel.  
He was assessed £20 payable to his Unit for driving too fast and  
too near the vehicle in front of him and failing to apply  
emergency braking.

The Board recommended that

- (a) The case be referred to U.N.Headquarters N.Y. for  
consideration of the possible recovery of 50% of the cost  
of repairs i.e. 3808 GF from the Nigerian Government.
- (b) Dr. Maras be assessed 3808 GF as he failed to give a  
conventional signal and stopped in the middle of the road  
to pick up a passenger.



Case No            ONUG 341, Peugeot, ONUG-owned, driven by  
Alessandro Corradini (International staff),  
Leopoldville, 23 April 1962, 0530 hours

As the ONUG driver was proceeding on the road to N'Djili,  
he failed to notice that at one point the highway was narrowing  
and the vehicle hit the kerbstone.

The estimated cost of repairing the vehicle was 23,799 S.frs.

In the opinion of the Deputy Provost Marshal, the ONUG  
driver was to blame for the accident as he appeared to have been  
inattentive during the operation of his vehicle. The Board agreed  
with the opinion of the Deputy Provost Marshal and recommended  
that the ONUG driver be assessed 11,900 S.frs towards the cost of  
repairs.

6,500 frs